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2023/0284 (COD)**

NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. Cion doc.:	11888/23 + ADD 1
Subject:	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 - Preparation for the trilogue

I. INTRODUCTION

1. On 13 July 2023, the European Commission published a 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 (the ‘Proposal’).

2. The Proposal sets out requirements to ensure that new vehicles are designed in a way that facilitates recycling, re-use and remanufacturing of parts and components. It also proposes to introduce a mandatory target for the use of recycled plastics and to empower the Commission to issue delegated acts to set targets for recycled steel, critical raw materials and aluminium in the future. The proposal aims to reinforce extended producer responsibility and contains stronger traceability and control measures to increase the collection of end-of-life vehicles and tackle the persistent problem of 'missing vehicles'. Furthermore, it proposes to ban the export of used vehicles that are no longer roadworthy in order for the Union to comply with its commitments not to contribute to pollution in third countries and keep valuable materials in the EU. The proposal also aims for better treatment of end-of-life vehicles through the setting of a recycling target for plastics, and the mandatory removal of parts and components prior to shredding to enhance the circular economy.
3. The European Economic and Social Committee delivered its opinion on 13 December 2023.
4. In the European Parliament, the file was referred jointly to the Committee on the Environment, Public Health and Food Safety (ENVI) and to the Committee on the Internal Market and Consumer Protection (IMCO), which appointed Mr. Jens GIESEKE (EPP, DE) and Mr. Paulius SAUDARGAS (EPP, LT) as rapporteurs, respectively. The European Parliament adopted its position at first reading on 9 September 2025.
5. On 17 June 2025, the Council adopted its General Approach¹ on the Proposal.

II. STATE OF PLAY OF THE NEGOTIATIONS

6. The Working Party on the Environment (WPE) examined the Parliament's amendments at its meeting on 12 September 2025. Interinstitutional negotiations at technical level started on 15 September 2025, and two trilogues took place on 16 October and 24 November 2025. The WPE discussed the file at its meetings on 7 October, 10 November and 3 December 2025.

¹ 10391/25.

7. The third trilogue is scheduled for 11 December 2025, to be hosted by the Council in Brussels. The shared stated goal of the co-legislators is to reach an overall political agreement in first reading. More specifically, the trilogue is expected to:
- confirm the results of work carried out at technical level (all rows of the 4-column table greened before the start of the trilogue);
 - find agreement on all outstanding political issues, that is targets for minimum recycled content (plastics, steel, aluminium, magnesium and critical raw materials), status of end-of-life vehicle and transfers of ownership, export of used vehicles, the legal basis of the proposal and circularity strategy.

III. POLITICAL GUIDANCE ON SUBSTANTIVE ISSUES TO BE DISCUSSED DURING THE TRILOGUE

8. The Presidency aims to conclude the negotiations. If an overall political agreement is to be found, its individual components need to form a package that both co-legislators can consider as sufficiently balanced. Amongst the topics on the agenda, some are more prone to a compromise within the topic itself, while other represent rather binary choices. This determines the type of flexibility sought by the Presidency from the delegations.

a) Key definitions not covered under other points on the agenda

9. The co-legislators may need to agree on some of the key definitions in Article 3 which have an impact on the implementation of the Regulation as a whole.
10. The Presidency has identified the definitions of “plastics”, “post-consumer waste”, “vehicle owner”, “authorised treatment facility”, “refurbishment” and “remanufacturing”/“remanufacturer” as the ones that could be discussed at political level
11. The Presidency intends to defend the General Approach in order to ensure alignment with definitions in other relevant EU legislation.

Member States are invited to indicate any flexibilities regarding the Parliament’s position on the above definitions.

b) Targets for minimum recycled content in plastic, steel, aluminium, and magnesium and critical raw materials

12. The discussions in the WPE have shown some flexibility regarding the EP's approach to future targets for steel and aluminium. On the other hand, delegations insisted on the Council's approach to the definition of plastic and post-consumer waste, the latter being intrinsically linked with the auditing mechanism for recycled material originating from third countries, which is of crucial importance for the Council.
13. Against this backdrop, finding an acceptable compromise will depend on the exact percentage of recycled plastic required in new vehicles in the various stages to be defined. Considering the strict rejection by the Member States of factoring pre-consumer waste into any of the formulas, the Presidency suggests to focus on finding sufficient flexibility on an acceptable reduction of the overall targets or the closed loop target.
14. Another part of the overall compromise on this topic will be the choice between an implementing or delegated act for the calculation methodology to be established by the Commission. The Parliament argues that for such an important part of the proposal, a delegated act would better ensure its involvement in the process.

Member States are invited to confirm flexibility towards the EP's position on future targets for steel, aluminium, magnesium and critical raw materials and to indicate their maximum flexibility as regards the lowering of the proposed targets for recycled plastic, as well as regarding the choice between a delegated and implementing act for the calculation methodology.

c) Status of ELV

18. The WPE on 3 December 2025 discussed an updated Presidency compromise suggestion which received broad support by the Member States, with a few points where they could show certain flexibility.
19. The Presidency interprets the discussion as a mandate to insist on the current definition which refers to Annex I as a whole, including its most important criteria such as when the vehicle has been declared a technical total loss under part A.

20. On the other hand, the Presidency suggests to show flexibility on at least some of the following elements, on the understanding that the resulting wording of Annex I won't compromise the enforceability of the Regulation:

- The criteria in rows 708 and 708a (loss of vehicle identity and vehicle handed over to ATF) of the attached 4-columns document which appear sufficiently covered by other items of Annex I
- The criteria in rows 721, 722, 725, 725a and 725i (identification of vehicle, economic total loss and necessary repair costs, dismantled vehicles) which may be further streamlined or combined within part B of Annex I
- The delegated act by which the Commission may amend the list of criteria in parts A and B of Annex I
- Simplification of the restoration plan in order to address the concerns from the EP about administrative burdens

Can Member States support the above approach to the definition of ELV and criteria to determine this status?

d) Transfer of ownership

21. The WPE discussion on the transfer of ownership on 3 December confirmed that Member States insist on a strict framework for transfers of ownership by economic operators, including economic operators who disguise as private persons to escape documentation requirements.

22. Regarding documentation requirements for transfers by private persons, delegations expressed certain flexibility to the proposed risk-based approach to focus on the situations which typically lead to vehicles going missing, that is when

- (a) the vehicle is declared a total economic loss by an insurance company;
- (b) the vehicle has been temporarily de-registered, or its authorisation for use in road traffic has been suspended, or its registration has been cancelled;

- (c) the validity of the roadworthiness certificate of the vehicle has expired for more than [6-12] months at the moment of the transfer of ownership; or
 - (d) the sale is concluded by means of an online platform.
23. During the 2nd trilogue, the EP expressed openness to discuss points a) and d) of the above list, but was very reluctant to discuss documentation requirements for transfers after temporary deregistration or with a (recently) expired roadworthiness certificate.

Can Member States show additional flexibility regarding any of the above criteria, and especially the ones related to deregistration or roadworthiness certificate?

e) Export of used vehicles

24. The Presidency has been consistently defending the strong position of the Council that it should only be allowed to export roadworthy vehicles.
25. The Parliament argues that its regime is sufficiently strong, insofar as it requires documentation to prove that a vehicle to be exported is not an ELV. However, the Presidency would like to explore with the EP whether the fact that roadworthiness of a vehicle can be checked in a more automatized manner (for ex....) could be an avenue for a compromise.

In view of an overall compromise, do Member States identify additional flexibility with regard to export that could be used in a broader compromise package?

f) Circularity Strategy

26. The Parliament's approach to the circularity strategy is less granular compared to the Council, and doesn't constitute a prerequisite for a vehicle's type approval, contrary to the position of the Council. The Presidency intends to maintain that such an approach to the strategy would not add clear value and will uphold the mandate granted by delegations.

Would delegations see merit in showing flexibility, or accepting the deletion of Article 9, if it helped the Presidency to secure a balanced broader compromise package?

g) Legal basis

27. The European Parliament strongly criticises the dual legal basis adopted by the Council in its General Approach, arguing that flexibility to adopt more stringent national rules to protect the environment will undermine the harmonization efforts pursued by the Regulation. Currently, the Council's position uses Article 192(1) TFEU as legal basis for Articles 14-45, 46 and 48 of the Regulation. The Presidency plans to try to convince the European Parliament of the relevance of providing a dual legal basis.

IV. CONCLUSION

28. The Permanent Representatives Committee is invited to examine the Presidency's compromise suggestions as set out in this note and the annexed four-column table with a view to provide the Presidency with a mandate for the negotiations with the European Parliament at the upcoming trilogue, scheduled to take place on 11 December 2025.

**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 (Text with
EEA relevance)**

2023/0284(COD)

Non-versioned [LATEST TEXT]

05-12-2025 at 18h04

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Formula				
1	2023/0284 (COD)	2023/0284 (COD)	2023/0284 (COD)	2023/0284 (COD) Text Origin: Commission Proposal
Document Stage				
2	Proposal for a	Proposal for a	Proposal for a	Proposal for a Text Origin: Commission Proposal
Document Type				
3	REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL Text Origin: Commission Proposal
Document Purpose				

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4	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	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	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	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 Text Origin: Commission Proposal
EEA Relevance				
5	(Text with EEA relevance)	(Text with EEA relevance)	(Text with EEA relevance)	(Text with EEA relevance) Text Origin: Commission Proposal
Formula				
6	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Text Origin: Commission Proposal
Citation 1				
7	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof and Article 192(1) thereof in relation to Articles 14 to 45, Article 46 and Article 48 of this Regulation,	

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Citation 2					
G	8	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	G
Citation 3					
G	9	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	G
Citation 4					
G	10	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. OJ C , , p. .	G
Citation 5					
G	11	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. OJ C , , p. .	G
Citation 6					
G	12	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	G
Formula					
G	13	Whereas:	Whereas:	Whereas:	G
Recital 1					
	14	(1) The Communication of the Commission of 11 December 2019 on 'The European Green	(1) The Communication of the Commission of 11 December 2019 on 'The European Green	(1) The Communication of the Commission of 11 December 2019 on 'The European Green	

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	Deal'¹ (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. 1. 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).	Deal'¹ (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 <u>at the latest</u> 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. 1. 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).	Deal'¹ (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. 1. 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).	
Recital 2				
15	(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	(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	(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	

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	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	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, <u>the ongoing growth in size and weight of the vehicles</u>, as well as due to more widespread use <u>and complexity</u> of electronics in future	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	

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	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’¹ which called for a revision of the current rules to “promote more circular business	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, <u>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.</u> 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 <u>repaired</u>, re-used, remanufactured, refurbished, <u>retrofitted</u> or recycled from <u>vehicles both during the use phase and at the</u> end-of-life vehicles. To address these environmental impacts and contribute to the decarbonisation of the sector, <u>and support competitiveness by increasing the resilience of the automotive</u>	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’¹ which called for a revision of the current rules to “promote more circular business	

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	models by linking design issues to end-of-life treatment, consider rules on mandatory recycled content for certain materials, and improve recycling efficiency”. The Council² and the Parliament³ 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. 1. 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). 2. Council conclusions of 17 December 2020, Making the recovery circular and green. 3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.	<u>industry</u>, 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’¹ 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”. <u><i>This is also in line with Regulation (EU) 2024/1252 of the European Parliament and of the Council^{1a}</i></u>. The Council² and the Parliament³ 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. 1. Communication from the Commission to the European Parliament, the Council, the European Economic and Social	models by linking design issues to end-of-life treatment, consider rules on mandatory recycled content for certain materials, and improve recycling efficiency”. The Council² and the Parliament³ 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. 1. 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). 2. Council conclusions of 17 December 2020, Making the recovery circular and green. 3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.	

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		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). <u>1a. 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)</u> 2. Council conclusions of 17 December 2020, Making the recovery circular and green. 3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.		
Recital 3				
16	(3) Directive 2000/53/EC of the European Parliament and of the Council ¹ sets up harmonised treatment requirements for end-of-life vehicles and targets for vehicles' reuse and recycling and reuse and recovery. It establishes obligations on collection of end-of-life vehicles, as well as obligations for economic operators, in particular restricting the use of heavy metals in	(3) Directive 2000/53/EC of the European Parliament and of the Council ¹ sets up harmonised treatment requirements for end-of-life vehicles and targets for vehicles' reuse and recycling and reuse and recovery. It establishes obligations on collection of end-of-life vehicles, as well as obligations for economic operators, in particular restricting the use of heavy metals in	(3) Directive 2000/53/EC of the European Parliament and of the Council ¹ sets up harmonised treatment requirements for end-of-life vehicles and targets for vehicles' reuse and recycling and reuse and recovery. It establishes obligations on collection of end-of-life vehicles, as well as obligations for economic operators, in particular restricting the use of heavy metals in	

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	vehicles. It also creates basic rules on extended producer responsibility, requiring vehicle producers to cover part of the costs of collection of end-of-life vehicles. 1. Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles (OJ L 269 21.10.2000, p. 34).	vehicles. It also creates basic rules on extended producer responsibility, requiring vehicle producers to cover part of the costs of collection of end-of-life vehicles. 1. Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles (OJ L 269 21.10.2000, p. 34).	vehicles. It also creates basic rules on extended producer responsibility, requiring vehicle producers to cover part of the costs of collection of end-of-life vehicles. 1. Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles (OJ L 269 21.10.2000, p. 34).	
Recital 4				
17	(4) The Commission's evaluation of Directive 2000/53/EC¹ highlighted that it has been effective in delivering many of its initial objectives, especially the elimination of cadmium, lead, mercury and hexavalent chromium from vehicles, an increase in collection points for end-of-life vehicles and the attainment of the recovery and recycling targets. The evaluation however found that the Directive however insufficiently addressed important issues linked to the collection of end-of-life vehicles and was not adapted any longer to ensure a high quality of treatment of these vehicles.	(4) The Commission's evaluation of Directive 2000/53/EC¹ highlighted that it has been effective in delivering many of its initial objectives, especially the elimination of cadmium, lead, mercury and hexavalent chromium from vehicles, an increase in collection points for end-of-life vehicles and the attainment of the recovery and recycling targets. The evaluation however found that the Directive however insufficiently addressed important issues linked to the collection of end-of-life vehicles and was not adapted any longer to ensure a high quality of treatment of these vehicles.	(4) The Commission's evaluation of Directive 2000/53/EC¹ highlighted that it has been effective in delivering many of its initial objectives, especially the elimination of cadmium, lead, mercury and hexavalent chromium from vehicles, an increase in collection points for end-of-life vehicles and the attainment of the recovery and recycling targets.– The evaluation however found that the Directive however insufficiently addressed important issues linked to the collection of end-of-life vehicles and was not adapted any longer to ensure a high quality of treatment of these vehicles.	

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	1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final.	1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final.	1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final.	
Recital 5				
18	(5) Directive 2005/64/EC of the European Parliament and of the Council¹ regulates the type-approval of vehicles in relation to their reusability, recyclability and recoverability, so that these vehicles could meet the targets established in Directive 2000/53/EC at their end-of-life stage. That Directive has not been effective in improving substantially the re-usability, recyclability and recoverability of new vehicles and is not adapted to the features of new vehicles, which have considerably changed since the entry into force of that Directive. ¹ Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC (OJ L 310, 25.11.2005, p. 10).	(5) Directive 2005/64/EC of the European Parliament and of the Council¹ regulates the type-approval of vehicles in relation to their reusability, recyclability and recoverability, so that these vehicles could meet the targets established in Directive 2000/53/EC at their end-of-life stage. That Directive has not been effective in improving substantially the re-usability, recyclability and recoverability of new vehicles and is not adapted to the features of new vehicles, which have considerably changed since the entry into force of that Directive. ¹ Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC (OJ L 310, 25.11.2005, p. 10).	(5) Directive 2005/64/EC of the European Parliament and of the Council¹ regulates the type-approval of vehicles in relation to their reusability, recyclability and recoverability, so that these vehicles could meet the targets established in Directive 2000/53/EC at their end-of-life stage. That Directive has not been effective in improving substantially the re-usability, recyclability and recoverability of new vehicles and is not adapted to the features of new vehicles, which have considerably changed since the entry into force of that Directive. ¹ Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC (OJ L 310, 25.11.2005, p. 10).	
Recital 6				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
19	(6) Regulation (EU) 2018/858 of the European Parliament and of the Council¹ 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	(6) Regulation (EU) 2018/858 of the European Parliament and of the Council¹ 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	(6) Regulation (EU) 2018/858 of the European Parliament and of the Council¹ 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	

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	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. 1. 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).	Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures, <u>safeguard clauses</u>, and penalties, apply to type approvals issued in compliance with the requirements of this Regulation. 1. 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).	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. 1. 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).	
Recital 6a				
19a		<u>(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.</u>		
Recital 7				
20	(7) In order to improve the functioning of the single market,	(7) In order to improve the functioning of the single market,	(7) (7¹) In order to improve the functioning of the single	

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	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	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 <u>and the export of used vehicles</u>. 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, 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. In order to contribute to the objectives of preserving, protecting and improving the quality of the environment, protecting human health, and the prudent and rational utilisation of natural resources, it is essential to lay down rules regarding, as well as the conditions governing ~~waste~~the 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,~~ as well as the export of used 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	

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	to trade 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).	market, as well as to avoid barriers to trade 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).	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 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 and Article 192(1) of the Treaty on the Functioning of the European Union (TFEU).	

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			1. Recital still subject to further changes	
Recital 7a				
20a			(7a) In the outermost regions referred to in Article 349 TFEU, Member States should be able to adapt producers' obligations in order to guarantee a service and cover the costs of managing end-of-life vehicles with regard to the characteristics of these regions.	
Recital 8				
21	(8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M ₁) and light commercial vehicles (N ₁), 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	(8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M ₁) and light commercial vehicles (N ₁), which constitute approximately ~~85%~~ <u>85 percent</u> 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	(8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M ₁) and light commercial vehicles (N ₁), 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	

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	market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to certain L-category vehicles (L_{3e}-L_{7e}), 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 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	market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to ~~certain~~ L-category vehicles (~~L_{3e}-L_{7e}~~), 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 collection of end-of-life vehicles, their mandatory delivery to authorised treatment facilities for treatment as well as their depollution should apply to <u>both</u> 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	market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to ~~certain~~ [...] L-category vehicles ([...] L₁-L_{3e}-L_{7e}), heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O) and special purpose vehicles. 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 collection of end-of-life vehicles, their mandatory delivery to authorised treatment facilities for treatment as well as their depollution and mandatory removal of parts and components for reuse and recycling prior to shredding [.../ and conditions for landfill of non-inert waste from shredding should apply to L-category vehicles ([...] L₁-L_{3e}-L_{7e}) and heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O) in five	

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	governing the extended producer responsibility should apply to these vehicle categories, covering the costs of their collection and depollution at their end-of-life.	governing the extended producer responsibility should apply to these vehicle categories, covering the costs of their collection and depollution at their end-of-life. <u>Moreover, additional requirements should apply to L-category vehicles, such as on labelling, on mandatory removal or on reuse, remanufacturing and refurbishment.</u>	years after the date of the entry into force of this Regulation. 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 and treatment at their end-of-life.	
Recital 8a				
21a		<u>(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</u>		

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		<u>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.</u> <u>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)</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>Ib. 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).</u>		
Recital 9				
22	(9) Problems with exporting used vehicles concern not only passenger vehicles (M₁) and light commercial vehicles (N₁), but also, as studies show¹, larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O). 1. https://www.unep.org/resources/report/global-trade-used-vehicles-report	(9) Problems with exporting used vehicles concern not only passenger vehicles (M₁) and light commercial vehicles (N₁), but also, as studies show¹, larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O). 1. https://www.unep.org/resources/report/global-trade-used-vehicles-report	(9) Problems with exporting used vehicles concern not only passenger vehicles (M₁) and light commercial vehicles (N₁), but also, as studies show¹, larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O). 1. https://www.unep.org/resources/report/global-trade-used-vehicles-report	
Recital 9a				
22a		<u>(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</u>		

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				<u>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.</u>				
Recital 9a								
22b				<u>(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</u>				<u>(9b) In order to preserve Europe's cultural heritage, vehicles of historical interest should be excluded from the scope of this Regulation and should not be subject to the obligations related to ownership transfer, export, or end-of-life requirements.</u> <u>Similarly, vehicles, which are recognised by a Member State as having special cultural interest should be excluded from scope. These may for instance be vehicles in the possession of</u>

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		<u>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.</u>		<u>collectors or museums, custom build vehicles or racing vehicles, provided that competent authorities recognise the relevant special cultural interest. However, requirements applicable to vehicles before they are considered vehicles of historical interest or vehicles of special cultural interest, such as for example circularity design requirements, should apply.</u> <u>Furthermore, when these vehicles are no longer considered by the Member States to be vehicles of historical interest or vehicles of special cultural interest, the vehicles will fall back into scope of this Regulation and requirements such as obligations related to ownership transfer, export, or end-of-life requirements, should apply.</u>
Recital 9c				
22c		<u>(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</u>		

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		<u><i>designed to pedal, should also be excluded from this Regulation.</i></u>		
Recital 10				
23	(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	(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. <u><i>However, special purpose vehicles produced by small-volume manufacturers should be fully excluded from the scope of this Regulation.</i></u> The second stage manufacturer of vehicles, <u><i>such as those producing the bodywork,</i></u>	(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~~ [...] This complicates the calculation of [...] reusability, recyclability and recoverability rates ~~cannot be calculated properly. For those [...].~~ For M₁ and N₁ based [...]/special purpose vehicles only the provisions concerning the [...] the costs of [...] collection, depollution and, mandatory removal for parts and components ~~should apply. Costs of conducting these activities and~~ treatment [...] should be covered by producers within the extended producer responsibility scheme. For special purpose vehicles of categories M2, M3, N2, N3, O the rules on circularity strategy and export of used vehicles should not apply. Provisions concerning substances in vehicles should also apply to M₁ and N₁	

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	therefore appropriate to require only the base vehicle to comply with this Regulation.	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 <u>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.</u>	based 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.	
Recital 10a				
23a		<u>(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</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<i><u>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.</u></i>		
Recital 11				
24	(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 guidance ¹ 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. _____	(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 <u>and exports</u> of vehicles. Despite the issuance of guidance ¹ 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 <u>relevant competent authorities</u> , economic operators and vehicle	(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 guidance ¹ 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. It is however also necessary to provide for	

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	1. Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf	owners dealing with end-of-life vehicles. 1. Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf	exemptions in order to preserve the possibility for Member States to determine situations in which individual vehicles should not be considered as end-of-life vehicles, despite fulfilling relevant criteria, due to their status as a vehicle of special cultural interest. These situations may for instance cover vehicles in the possession of collectors or museums, custom build vehicles or racing vehicles, provided that competent authorities recognise the relevant special cultural interest. 1. Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf	
Recital 12				
G 25	(12) The evaluation of Directive 2000/53/EC concluded that the provisions in this Directive on the design of vehicles aimed at facilitating their dismantling and the uptake of recycled materials had a very limited impact on the design and manufacturing of new vehicles, as	(12) The evaluation of Directive 2000/53/EC concluded that the provisions in this Directive on the design of vehicles aimed at facilitating their dismantling and the uptake of recycled materials had a very limited impact on the design and manufacturing of new vehicles, as	(12) The evaluation of Directive 2000/53/EC concluded that the provisions in this Directive on the design of vehicles aimed at facilitating their dismantling and the uptake of recycled materials had a very limited impact on the design and manufacturing of new vehicles, as	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	they were not sufficiently detailed, specific and measurable.	they were not sufficiently detailed, specific and measurable.	they were not sufficiently detailed, specific and measurable.	
Recital 13				
26	(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	(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.	(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	

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	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.	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 <u>taking into account standard ISO 22628:2002</u>. 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. <u>The Commission should aim that the relevant UN methodology is updated accordingly to prevent</u>	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.	

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		<u>conflict with Union methodology and reduce the burden on manufacturers.</u>		
Recital 13a				
26a		<u>(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.</u>		
Recital 13b				
26b		<u>(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</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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.</u>		
Recital 14				
27	(14) Vehicles should be designed and manufactured in a way as to limit the presence of substances of concern. In its Communication of 14 October 2020 on ‘Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment’ (the ‘Chemicals Strategy for Sustainability’) ¹ , the Commission stated that substances of concern are to be minimised and substituted as far as possible, phasing out the most harmful ones for non-essential societal use, in particular in consumer products.	(14) Vehicles should be designed and manufactured in a way as to limit the presence of substances of concern. In its Communication of 14 October 2020 on ‘Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment’ (the ‘Chemicals Strategy for Sustainability’) ¹ , the Commission stated that substances of concern are to be minimised and substituted as far as possible, phasing out the most harmful ones for non-essential societal use, in particular in consumer products.	(14) Vehicles should be designed and manufactured in a way as to limit the presence of substances of concern. In its Communication of 14 October 2020 on ‘Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment’ (the ‘Chemicals Strategy for Sustainability’) ¹ , the Commission stated that substances of concern are to be minimised and substituted as far as possible, phasing out the most harmful ones for non-essential societal use, in particular in consumer products.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Accordingly, substances of concern as constituents of materials used in vehicles or of any of the parts or components of vehicles should be minimised as far as possible to ensure that vehicles, as well as materials recycled from vehicles, do not have an adverse effect on human health or the environment, throughout their life-cycle. 1. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 November 2020, Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment, (COM/2020/667 final).	Accordingly, substances of concern as constituents of materials used in vehicles or of any of the parts or components of vehicles should be minimised as far as possible to ensure that vehicles, as well as materials recycled from vehicles, do not have an adverse effect on human health or the environment, throughout their life-cycle. 1. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 November 2020, Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment, (COM/2020/667 final).	Accordingly, substances of concern as constituents of materials used in vehicles or of any of the parts or components of vehicles should be minimised as far as possible to ensure that vehicles, as well as materials recycled from vehicles, do not have an adverse effect on human health or the environment, throughout their life-cycle. 1. Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 November October 2020, Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment, (COM/2020/667 final).	
Recital 15				
28	(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	(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	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	other substances in vehicles should be addressed under Regulation (EC) No 1907/2006 of the European Parliament and of the Council¹. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council², 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. 1. 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). 2. 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).	other substances in vehicles should be addressed under Regulation (EC) No 1907/2006 of the European Parliament and of the Council¹. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council², should be ~~introduced~~<u>respected</u> 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.~~ 1. 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). 2. 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).	other substances in vehicles should be addressed under Regulation (EC) No 1907/2006 of the European Parliament and of the Council¹. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council², 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. 1. 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). 2. 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).	
Recital 15a				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
28a		<i><u>(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.</u></i>		
Recital 16				
29	(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 Council ¹ .	(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]~~ <u>No 2023/1542</u> of the European Parliament and of	(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...~~] 1542 of the European Parliament and of the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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 comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope. 1. 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 [...]).	the Council¹. 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 comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope. 1. Regulation (EU) 2023/1542 of the European Parliament and ~~of~~ the Council of ~~date~~ 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 L	Council¹. Therefore, such substances should be addressed and eventually their restrictions and related exemptions transferred, as appropriate, to that Regulation ~~and should not be regulated/...~~ by means of an amending provision set out in this Regulation. Prior to introducing such restrictions under Regulation (EU) No 2023/[Batteries], a comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope.[...] 1. Regulation (EU) 2023/1542 of the European Parliament and the Council of ~~[date...]~~ 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. 1–117[.....]).	
Recital 17				
30	(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	(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	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	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. <u>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.</u> 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	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.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		should assist the Commission in such assessment.		
Recital 18				
31	(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	(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 <u>while maintaining the safety performance of vehicles</u> . 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~~ <u>strengthens the Union's strategic autonomy and competitiveness by reducing</u> raw material and energy dependencies linked to the supply of primary raw materials, <u>particularly by contributing to</u>	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	<u>retain valuable critical raw materials within the Union</u> and at the same time ~~reinforces~~<u>reinforcing</u> 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, <u>including through online marketplaces</u>, 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. <u>The transition towards the circular economy in the automotive sector should be accompanied by measures that</u>	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.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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.</u>		
Recital 19				
32	(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	(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~~²⁰ percent of plastic recycled from post-consumer plastic waste. ~~Twenty-five~~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. ~~In order~~ To ensure ~~uniform conditions~~^{the necessary}	(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, with progressively rising percentages. Twenty-five percent of this recycled content target for plastics in vehicle types should be achieved by including plastics recycled from end-of-life vehicles [...]. The selection of plastics	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	~~long-term perspective for the implementation this obligation, implementing powers~~ <u>industry and unlock investments, manufacturers</u> should ~~be conferred on the Commission to establish methodology for the calculation and verification of the share of plastics recovered~~ <u>at a later stage meet a target of at least 25 percent of plastic recycled</u> from post-consumer <u>plastic</u> waste, ~~and from end-of-life vehicles respectively, present in and incorporated into the vehicle type~~ <u>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.</u>	~~covered in the vehicle type concerned~~ scope of targets are based on the recyclable types of plastics as specified in the dedicated Joint Research Centre (JRC) ¹ study and the Impact Assessment. In these documents thermosets other than polyurethane foams in seats and elastomers are not considered in the calculation of the targets, given that thermosets are particularly challenging to recycle and that tyres are proposed as a priority product under the Ecodesign for Sustainable Products Regulation. However, should the lack of availability or excessive prices of specific recycled plastics make compliance with the minimum percentages excessively difficult, the Commission should be empowered to supplement the Regulation by laying down temporary derogations to the recycled plastic content targets, in consultation with the Member States. In order to ensure uniform conditions for the implementation this obligation, implementing	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			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 in line with other Union legislation covering a broader range of waste streams and products consistently in a horizontal manner. 1. https://op.europa.eu/en/publication-detail/-/publication/0980feaf-2146-11ee-94cb-01aa75ed71a1/language-en	
Recital 19a				
32a		<i><u>(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</u></i>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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.</u>		
Recital 19a				
32b			(19a) The promotion of the use of recycled plastic in vehicles is based on the premise that the recycled content itself was produced in an environmentally sustainable way, so that the carbon footprint is reduced and the circular economy is encouraged. To that end, certain safeguards need to be put in place in order to ensure that the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			way in which recycled content is obtained does not cancel out the environmental benefits of using such recycled content in vehicles. It is therefore necessary to address the related environmental concerns in a non-discriminatory manner with regard to both domestically produced and imported recycled plastic. To that end, in order to be counted towards the recycled content targets set out in the Regulation, recycled plastics should be subject to equivalent conditions with regard to requirements for the protection of human health, climate and environment, including on emissions and waste management, whether the recycling process happens within or outside the European Union.	
Recital 19b				
32c			(19b) The separate collection of plastic waste is essential, as it has a direct, positive impact on the collection rate, on the quality of the collected material and on the quality of the recyclates. It	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			enables high-quality recycling and boosts the uptake of quality secondary raw materials. Moving closer to a ‘recycling society’ helps to avoid waste generation and encourages the use of waste as a resource, while avoiding locking in resources at the lower levels of the waste hierarchy with detrimental effects on the environment and disregarding environmentally sound management of waste. Separate collection also avoids mixing hazardous and non-hazardous waste, ensuring the safety of the waste and of its shipment, and avoids pollution, as provided by international rules such as the Basel Convention on the control of transboundary movements of hazardous wastes and their disposal¹ of 22 March 1989, the United Nations Convention on the Law of the Sea of 10 December 1982², the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done in London on 29 December 1972, and its 1996 Protocol, and	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			Annex V to the International Convention for the Prevention of Pollution from Ships of 2 November 1973 (MARPOL), as modified by the Protocol of 1978 relating thereto. 1. OJ L 39, 16.2.1993, p. 3. 2. OJ L 179, 23.6.1998, p. 3	
Recital 19c				
32d			(19c) The Convention on long-range transboundary air pollution¹, done in Geneva on 14 November 1979, requires the parties to that Convention to protect the environment against air pollution and to endeavour to limit and, as far as possible, gradually reduce and prevent air pollution, including long-range transboundary air pollution. Under the Convention on the protection and use of transboundary watercourses and international lakes², done in Helsinki on 17 March 1992, the parties are required to take measures to prevent, control and reduce any transboundary impact of water pollution. In line with the 1992 Rio Declaration of the United	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			Nations Conference on Environment and Development, the polluter should, in principle, bear the cost of pollution. Hence, industrial activities such as recycling of plastic, should go hand in hand with pollution prevention and reduction measures. 1. OJ L 171, 27.6.1981, p. 13 2. OJ L 186, 5.8.1995, p. 44	
Recital 19ca				
32e			(19ca) The conditions applicable to material recycled in third countries, including the audit requirements, should only apply <i>[48 months after the date of entry into force of this Regulation]</i> and the Commission should more comprehensively assess the expected impact of those conditions in the light of the evolution of the market situation and of trade relations and should report its assessment to the Council and the European Parliament <i>[24 months after the date of entry into force of this Regulation.]</i>	
Recital 19d				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
32f			(19d) In order to achieve the targets for the integration of recycled content under this Regulation, the Commission should publish, by 95 months after the entry into force of this Regulation, a review of the state of technological development and environmental performance of bio-based plastic in vehicles, and, where appropriate, present a legislative proposal with sustainability requirements and targets.	
Recital 20				
33	(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	(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, <u>a target for integrating recycled steel from ferrous scrap in new vehicles should be set. In addition,</u> the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European	(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	

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	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.	Union should be delegated to the Commission in respect of establishing a minimum share of steel recycled from ~~post-consumer~~ <u>ferrous scrap including flat and long carbon steel waste and stainless-steel product families</u>, 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, <u>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</u>. In order to ~~ensure uniform conditions for the implementation this obligation, implementing powers~~ <u>supplement</u>	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, drawn up in consultation with relevant stakeholders and 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.	

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		<i><u>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</u></i> should be ~~conferred~~ ~~on~~ ~~delegated to~~ the Commission ~~to establish~~ <i><u>in respect of establishing a methodology for the calculation and verification of the share of steel recovered from ~~post-consumer steel waste~~ ferrous scrap</u></i> present in and incorporated into the vehicle type.		
Recital 20a				
33a		<i><u>(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</u></i>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>present in and incorporated into the vehicle type.</u>		
Recital 21				
34	(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	(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	(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, nickel, cobalt , 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	

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	particularly 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.	particularly 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.	particularly 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.	
Recital 22				
35	(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	(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 <u>pre- and</u> 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~~ <u>supplement certain non-essential elements of this Regulation, the power to</u>	(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, nickel, cobalt 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	

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	calculation and verification of the shares of the materials recycled from 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.	<u>adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union</u> should be ~~conferred~~ ~~on~~ ~~delegated to~~ the Commission ~~to establish~~ <u>in respect of establishing</u> <u>a</u> methodology for the calculation and verification of the shares of the materials recycled from <u>pre-</u> <u>and</u> 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-~~ pre-consumer scrap, which usually carries the same carbon footprint as the primary raw material.	methodology for the calculation and verification of the shares of the materials recycled from 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.	
Recital 23				
36	(23) In line with the requirements of Regulation (EU) [CRM Act] of the European	(23) In line with the requirements of Regulation (EU) ~~[CRM Act] of the European~~	(23) In line with the requirements of Regulation (EU) 2024/1252 [CRM Act...] of the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Parliament and of the Council¹, 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. 1. 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).	~~Parliament and of the Council~~ 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) ~~CRM Act~~ 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. ~~1. 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).~~	European Parliament and of the Council¹, 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[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. Moreover, in order to ensure a coherent application of the provisions of both instruments, Regulation (EU) 2024/1252 should be amended to the necessary extent by means of an amending provision in this Regulation 1. 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).	

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Recital 24				
37	(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	(24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) ~~2023/[Batteries]~~ <u>2023/1542</u>, 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~~ <u>vehicle</u> 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. <u>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</u>	(24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) ~~2023/[Batteries]~~ <u>2023/1542</u> [...], 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	

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	powers should be conferred on the Commission.	<u>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.</u> 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.	design requirement, implementing powers should be conferred on the Commission.	
Recital 25				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
38	(25) The type-approval system laid down in Regulation (EU) 2018/858 requires manufacturers to construct their vehicles, systems, components and separate technical units in conformity with an approved vehicle type. To ensure that manufacturers comply with the circularity requirements that are applicable to them at type-approval stage and which are laid down in this Regulation, and that type-approval authorities can verify compliance, it is necessary for manufacturers to include the information required for the type-approval procedure in the information folder. To increase transparency and ensure that the required type-approval information is presented in a manner coherent with the requirements in other legislation governing type-approval requirements for vehicles, the Commission should amend the rules established in Commission Implementing Regulation (EU) 2020/683¹ which standardise the documents and information to be included into the information folder and thus specify the	(25) The type-approval system laid down in Regulation (EU) 2018/858 requires manufacturers to construct their vehicles, systems, components and separate technical units in conformity with an approved vehicle type. To ensure that manufacturers comply with the circularity requirements that are applicable to them at type-approval stage and which are laid down in this Regulation, and that type-approval authorities can verify compliance, it is necessary for manufacturers to include the information required for the type-approval procedure in the information folder. To increase transparency and ensure that the required type-approval information is presented in a manner coherent with the requirements in other legislation governing type-approval requirements for vehicles, the Commission should amend the rules established in Commission Implementing Regulation (EU) 2020/683¹ which standardise the documents and information to be included into the information folder and thus specify the	(25) The type-approval system laid down in Regulation (EU) 2018/858 requires manufacturers to construct their vehicles, systems, components and separate technical units in conformity with an approved vehicle type. To ensure that manufacturers comply with the circularity requirements that are applicable to them at type-approval stage and which are laid down in this Regulation, and that type-approval authorities can verify compliance, it is necessary for manufacturers to include the information required for the type-approval procedure in the information folder. To increase transparency and ensure that the required type-approval information is presented in a manner coherent with the requirements in other legislation governing type-approval requirements for vehicles, the Commission should amend the rules established in Commission Implementing Regulation (EU) 2020/683¹ which standardise the documents and information to be included into the information folder and thus specify the	

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	administrative requirements for type-approval. 1. Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).	administrative requirements for type-approval. 1. Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).	administrative requirements for type-approval. 1. Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).	
Recital 26				
39	(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	(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~~ <u>at manufacturer level</u> and provide it to the ~~type-approval authority~~ <u>Commission. However, manufacturers should also be able draw up a circularity strategy by vehicle category</u>. This strategy should ~~be based on proven technologies, which are~~	(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 vehicle category in which they produce a 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	

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	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.	~~available or in development at the time of applying for the vehicle type approval and 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. ~~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.~~	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.	
Recital 27				
G 40	(27) In order to increase transparency on the use of recycled materials by the automotive sector and provide	(27) In order to increase transparency on the use of recycled materials by the automotive sector and provide	(27) In order to increase transparency on the use of recycled materials by the automotive sector and provide	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	incentives to increase recycled content levels, vehicle manufacturers should be required to provide technical documentation showing the percentage of recycled materials present in new vehicle types which are submitted for type-approval. This requirement should apply to a selection of materials for which an increase in recycled content level in vehicles would bring about particularly important environmental benefits. The mandatory declaration should be submitted to the type-approval authority together with other documents as part of the application for type-approval.	incentives to increase recycled content levels, vehicle manufacturers should be required to provide technical documentation showing the percentage of recycled materials present in new vehicle types which are submitted for type-approval. This requirement should apply to a selection of materials for which an increase in recycled content level in vehicles would bring about particularly important environmental benefits. The mandatory declaration should be submitted to the type-approval authority together with other documents as part of the application for type-approval.	incentives to increase recycled content levels, vehicle manufacturers should be required to provide technical documentation showing the percentage of recycled materials present in new vehicle types which are submitted for type-approval. This requirement should apply to a selection of materials for which an increase in recycled content level in vehicles would bring about particularly important environmental benefits. The mandatory declaration should be submitted to the type-approval authority together with other documents as part of the application for type-approval.	
Recital 28				
41	(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	(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	(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	

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	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	end-of-life vehicles. Therefore, manufacturers should provide to waste management operators and repair and maintenance operators <u>as well as emergency services</u>, unrestricted, standardised and non-discriminatory access to information, <u>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</u>, 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 <u>and their battery packs</u>, 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	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...] 2024/1252. This should be done through communication platforms	

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	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 respect of amending Annex V.	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) ~~FCRM~~ <u>Act 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.</u> This should be done through communication platforms established by manufacturers and the information should be provided free of charge, excluding <u>non-prohibitive</u> 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~~ <u>Taking into account the need to support the vehicles retrofitting as a way to reduce emissions, extend vehicle lifespans, and promote</u>	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 respect of amending Annex V.	

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		<u>sustainability, manufactures should also ensure a proper cooperation with retrofit operators,</u> ~~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 respect of amending Annex V.~~		
Recital 29				
42	(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.	(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 <u>and repair and maintenance operators</u> to overcome the problems posed by these digitally coded parts and components in a vehicle, where such coding prevents repair,	(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.	

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		maintenance or replacement operations in another vehicle.		
Recital 30				
43	(30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC¹, for labelling and identification of vehicles' plastic and elastomer parts, components and materials. They should ensure, that all parts and components of vehicles are marked in accordance with other applicable Union legislation, in particular concerning labelling of batteries and of permanent magnets included in vehicles that they place on the market. In order to take into account the 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 VI specifying how parts and components of vehicles should be labelled.	(30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC¹, for labelling and identification of vehicles' plastic and elastomer parts, components and materials. They should ensure, that all parts and components of vehicles are marked in accordance with other applicable Union legislation, in particular concerning labelling of batteries and of permanent magnets included in vehicles that they place on the market. In order to take into account the 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 VI specifying how parts and components of vehicles should be labelled.	(30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC¹, for labelling and identification of vehicles' plastic and elastomer parts, components and materials. They should ensure, that all parts and components of vehicles are marked in accordance with other applicable Union legislation, in particular concerning labelling of batteries and of permanent magnets included in vehicles that they place on the market. In order to take into account the 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 VI specifying how parts and components of vehicles should be labelled.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	1. Commission Decision 2003/138/EC of 27 February 2003 establishing component and material coding standards for vehicles pursuant to Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 53, 28.2.2003, p. 58–59).	1. Commission Decision 2003/138/EC of 27 February 2003 establishing component and material coding standards for vehicles pursuant to Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 53, 28.2.2003, p. 58–59).	1. Commission Decision 2003/138/EC of 27 February 2003 establishing component and material coding standards for vehicles pursuant to Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 53, 28.2.2003, p. 58–59).	
Recital 31				
44	(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 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 Council ¹ and the Regulation [Euro 7] of the European Parliament and of the	(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 <u>Digital</u> 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]~~ <u>2023/1542</u> , the Regulation ~~[ESPR]~~ <u>(EU) 2024/1781</u> of the European Parliament and of the Council ¹ and the Regulation ~~[Euro 7]~~ <u>(EU)</u>	(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) ~~2023-2023/1542~~ <u>[Batteries...]</u> , the Regulation [ESPR...] ~~2024/1781~~ of the European Parliament and of the Council ¹ and the Regulation ~~[Euro 7...]~~ <u>2024/1257</u> of the	(31) ² 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 <u>Digital</u> 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] <u>2023/1542</u> , the Regulation [ESPR] <u>(EU) 2024/1781</u> of the European Parliament and of the ~~Council~~ <u>Council</u> and the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Council². 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. 1. 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. 2. 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.	2024/1257 of the European Parliament and of the Council². 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. <u>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.</u> 1. ~~Proposal for a~~ Regulation (EU) 2024/1781 of the European Parliament and of the Council <u>of 13 June 2024</u> establishing a framework for <u>the setting of</u> ecodesign requirements for sustainable products, <u>amending Directive (EU) 2020/1828 and Regulation (EU) 2023/1542</u> and repealing Directive 2009/125/EC <u>(OJ L, 2024/1781, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1781/oj</u> <u>L</u>.	European Parliament and of the Council². 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. 1. ~~Proposal for a~~ 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 [...]. 2. ~~Proposal for a~~ 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	Regulation [Euro 7] (EU) 2024/1257 of the European Parliament and of the ~~Council~~² Council². 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. <u>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.</u> 2. Proposal for a Regulation (EU) 2024/1257 of the European Parliament and of the Council <u>of 24 April 2024</u> 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), <u>amending Regulation (EU) 2018/858 of the European Parliament and of the Council</u> and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 <u>of the</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		2. ~~Proposal for a~~ 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), <u>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</u>	(EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362[...].	<u>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</u> 1. Proposal for a Regulation (EU) 2024/1781 of the European Parliament and of the Council of 13 June 2024 establishing a framework for <u>the</u> setting of ecodesign requirements for sustainable products, <u>amending Directive (EU) 2020/1828 and Regulation (EU) 2023/1542</u> and repealing Directive 2009/125/EC (OJ L, 2024/1781, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1781/oj
Recital 32				
45	(32) In order to ensure that producers and other economic operators are subject to the same rules across the Member States, it is necessary to lay down harmonised rules for waste management of end-of-life vehicles. This should lead to a high level of protection of human health and the environment across the Union. It would also result in further harmonisation of the	(32) In order to ensure that producers and other economic operators are subject to the same rules across the Member States, it is necessary to lay down harmonised rules for waste management of end-of-life vehicles. This should lead to a high level of protection of human health and the environment across the Union. It would also result in further harmonisation of the	(32) In order to ensure that producers and other economic operators are subject to the same rules across the Member States, it is necessary to lay down harmonised rules for waste management of end-of-life vehicles. This should lead to a high level of protection of human health and the environment across the Union. It would also result in further harmonisation of the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	quality of waste management services provided by economic operators and facilitate the functioning of the market for secondary raw materials.	quality of waste management services provided by economic operators and facilitate the functioning of the market for secondary raw materials.	quality of waste management services provided by economic operators and facilitate the functioning of the market for secondary raw materials.	
Recital 33				
46	(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.	(33) <u><i>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.</i></u> 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~~ <u>including collection, depollution and removal of parts and components</u> 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,	(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, only authorised treatment facilities should have the competence to issue certificates of destruction in accordance with this Regulation.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		including the specific treatment requirements established in this Regulation. Additionally, authorised treatment facilities should <u>be the sole to</u> have the competence to issue certificates of destruction in accordance with this Regulation.		
Recital 33a				
46a		<u>(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.</u>		
Recital 33a				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
46b			(33a) Where producers or producer responsibility organisations conclude contracts with authorised treatment facilities, for the exclusive purpose of fulfilling their producer responsibility obligations, these contracts should be in compliance with the principles of competition law and should not include provisions prohibiting authorised treatment facilities from selling parts and components or materials resulting from the dismantling or waste treatment operations of end-of-life vehicles to operators other than the producer or the PRO. These contracts could be based on a model established by the Member State.	
Recital 34				
G 47	(34) Directive 2000/53/EC establishes a basic obligation for vehicle producers to cover part of the costs of collection of end-of-life vehicles. Building on this obligation, in line with the polluter-pays principle and consistent with the general	(34) Directive 2000/53/EC establishes a basic obligation for vehicle producers to cover part of the costs of collection of end-of-life vehicles. Building on this obligation, in line with the polluter-pays principle and consistent with the general	(34) Directive 2000/53/EC establishes a basic obligation for vehicle producers to cover part of the costs of collection of end-of-life vehicles. Building on this obligation, in line with the polluter-pays principle and consistent with the general	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	minimum requirements for extended producer responsibility schemes set out in Directive 2008/98/EC of the European Parliament and of the Council¹, it is appropriate to lay down at Union level requirements on the responsibilities of vehicle manufacturers relating to the management of end-of-life vehicles. Producers should have extended producer responsibility for the vehicles that they have placed on the market once they reach their end-of-life stage. The extended producer responsibility should cover the obligations to ensure that the vehicles made available by the producers on the market in a Member State are collected and treated in accordance with this Regulation and that waste management operators treating such vehicles meet the recycling targets established by this Regulation. 1. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).	minimum requirements for extended producer responsibility schemes set out in Directive 2008/98/EC of the European Parliament and of the Council¹, it is appropriate to lay down at Union level requirements on the responsibilities of vehicle manufacturers relating to the management of end-of-life vehicles. Producers should have extended producer responsibility for the vehicles that they have placed on the market once they reach their end-of-life stage. The extended producer responsibility should cover the obligations to ensure that the vehicles made available by the producers on the market in a Member State are collected and treated in accordance with this Regulation and that waste management operators treating such vehicles meet the recycling targets established by this Regulation. 1. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).	minimum requirements for extended producer responsibility schemes set out in Directive 2008/98/EC of the European Parliament and of the Council¹, it is appropriate to lay down at Union level requirements on the responsibilities of vehicle manufacturers relating to the management of end-of-life vehicles. Producers should have extended producer responsibility for the vehicles that they have placed on the market once they reach their end-of-life stage. The extended producer responsibility should cover the obligations to ensure that the vehicles made available by the producers on the market in a Member State are collected and treated in accordance with this Regulation and that waste management operators treating such vehicles meet the recycling targets established by this Regulation. 1. Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).	
Recital 35				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
48	(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 <u>or use an existing register</u>. 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]~~ <u>2023/1542</u>, to enable producers of vehicles and producers of batteries to use one and the same register. <u>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.</u>	(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) ~~2023/2023/1542~~ [OP: Batteries...], to enable producers of vehicles and producers of batteries to use one and the same register. To facilitate the registration of producers in all Member States, the Commission should establish a website which contains the links to all national registers.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Recital 36				
49	(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.	(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~~ authorised representative for the extended producer responsibility.	(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/...~~ authorised representative for the extended producer responsibility. If more than one producer is represented in a Member State by one authorised representative, that authorised representative should provide the name and the contact details for each of the represented producers separately.	
Recital 37				
50	(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	(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	(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, unless a Member State choses to require that a producer should be represented by a producer responsibility organisation. Producer	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	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. <u>In particular, waste management operators should be selected in a non-discriminatory procedure based on transparent award criteria.</u>	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 regular dialogue between stakeholders according to Article 8.a. paragraph 6 of Directive 2008/98/EC should be ensured in the governing bodies of such organisations established in compliance with the principles of competition law. The protection of trade and business secrets must be guaranteed. [...]	
Recital 38				
G 51	(38) Producers should finance part of the costs of collection and treatment of end-of-life vehicles necessary to meet the requirements established in this Regulation, in particular obligations aimed at ensuring higher quality of	(38) Producers should finance part of the costs of collection and treatment of end-of-life vehicles necessary to meet the requirements established in this Regulation, in particular obligations aimed at ensuring higher quality of	(38) Producers should finance part of the costs of collection and treatment of end-of-life vehicles necessary to meet the requirements established in this Regulation, in particular obligations aimed at ensuring higher quality of	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	secondary raw materials retrieved from vehicles. The exact level of the costs of such operations that should be covered by producers should be determined taking into account the revenues of authorised treatment facilities and other waste management operators gained from sale of used spare parts or components and of secondary raw materials retrieved from end-of-life vehicles. To this end, the competent authorities, in cooperation with producers and waste management operators, should monitor the average costs of collection, recycling and treatment operations as well as the level of financial contributions paid by the producers in order to ensure that a fair allocation of costs between all interested operators is in place.	secondary raw materials retrieved from vehicles. The exact level of the costs of such operations that should be covered by producers should be determined taking into account the revenues of authorised treatment facilities and other waste management operators gained from sale of used spare parts or components and of secondary raw materials retrieved from end-of-life vehicles. To this end, the competent authorities, in cooperation with producers and waste management operators, should monitor the average costs of collection, recycling and treatment operations as well as the level of financial contributions paid by the producers in order to ensure that a fair allocation of costs between all interested operators is in place.	secondary raw materials retrieved from vehicles. The exact level of the costs of such operations that should be covered by producers should be determined taking into account the revenues of authorised treatment facilities and other waste management operators gained from sale of used spare parts or components and of secondary raw materials retrieved from end-of-life vehicles. To this end, the competent authorities, in cooperation with producers and waste management operators, should monitor the average costs of collection, recycling and treatment operations as well as the level of financial contributions paid by the producers in order to ensure that a fair allocation of costs between all interested operators is in place.	
Recital 39				
52	(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	(39) The financial contributions of producers should ~~also~~ <u>among others</u> cover the costs of educational campaigns aimed to <u>inform the public and</u> increase the collection of end-of-life vehicles; ~~establishment of the notification~~	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	~~system for issuance and transfer of certificates of destruction and~~ <u>or</u> ~~the~~ 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.~~	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. In addition, since this regulation introduces changes regarding the financial responsibility of producers for the collection of end-of-life vehicles covered by Directive 2000/53/EC, appropriate provisions should be made to take into account the transition from Directive 2000/53/EC to this Regulation.	
Recital 40				
53	(40) Producers who choose to fulfil their extended producer responsibility obligations individually should also provide a guarantee to be used to cover the costs of management of end-of-life vehicles. Such guarantees may be used in particular in cases where the concerned producers become insolvent or permanently cease their operations.	(40) Producers who choose to fulfil their extended producer responsibility obligations individually should also provide a guarantee to be used to cover the costs of management of end-of-life vehicles. Such guarantees may be used in particular in cases where the concerned producers become insolvent or permanently cease their operations.	(40) Producers who choose to fulfil their extended producer responsibility obligations individually should also provide a guarantee to be used to cover the costs of management of end-of-life vehicles. Such guarantees may be used in particular in cases where the concerned producers become insolvent or permanently cease their operations.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Recital 41				
54	(41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the financial contributions paid by the producer should be modulated based on harmonised criteria. Such criteria should create economic incentives for the manufacturers to increase circularity in the design and production of new vehicles, taking into consideration the amount of primary and recycled materials in a vehicle, the extent to which it contains parts, components and materials which are difficult to remove, dismantle, reuse or recycled, as well as the amount of hazardous substances that it contains. In order to avoid distortion of the single market, 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 supplementing this Regulation by establishing detailed rules on how the criteria for the modulation of the financial contributions paid to	(41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the financial contributions paid by the producer should be modulated based on harmonised criteria. Such criteria should create economic incentives for the manufacturers to increase circularity in the design and production of new vehicles, taking into consideration the amount of primary and recycled materials in a vehicle, the extent to which it contains parts, components and materials which are difficult to remove, dismantle, reuse or recycled, as well as the amount of hazardous substances that it contains. In order to avoid distortion of the single market, 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 supplementing this Regulation by establishing detailed rules on how the criteria for the modulation of the financial contributions paid to	(41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the financial contributions paid by the producer should be modulated based on harmonised criteria. Such criteria should create economic incentives for the manufacturers to increase circularity in the design and production of new vehicles, taking into consideration the amount of primary and recycled materials in a vehicle, the extent to which it contains parts, components and materials which are difficult to remove, dismantle, reuse or recycled, as well as the amount of hazardous substances that it contains. In order to avoid distortion of the single market, ~~the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union~~ [...] implementing powers should be ~~delegated to~~ conferred on the Commission in respect of ~~supplementing this Regulation by establishing~~ [...] to establish [...] detailed rules on how the criteria	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	producer responsibility organisations should be applied.	producer responsibility organisations should be applied.	for the modulation of the financial contributions paid to producer responsibility organisations should be applied.	
Recital 41a				
54a			(41a) Certain Member States may already have established extended producer responsibility structures and waste management systems, which are the basis for relevant national authorisations and contractual arrangements, when implementing Directive 2000/53/EC. These Member States should be able to continue to use these systems, provided that they are in line with the obligations under this Regulation.	
Recital 41b				
54b			In the case of state-run producer responsibility organisations which do not involve any represented producer's mandates, the requirements provided in this Regulation concerning such mandates should not apply.	
Recital 41c				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
54c			When the extended producer responsibility fee charged by a producer responsibility organisation is categorized as public revenue, as in the case of a state-run producer responsibility organisation, and in order to comply with the budgetary rules that require the public revenue to be based on accurate data, the Member State should be able to require that the producer reports the information set out in Article 49, which is relevant for modulating the fee, to the competent authority responsible for the register more frequently than once a year.	
Recital 42				
55	(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	(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	(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~~ [...] placed on the market. As long as a producer within the meaning of this Regulation can be identified in the Member State where the vehicle becomes an end-of-life vehicle, that producer should	

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	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 treatment facilities across the Union and facilitates the development of Union wide approaches in case of individual producer responsibility.	waste management operators in the Member State where the vehicle becomes an end-of-life vehicle, <u>but at the same time ensuring that the producer is not paying the fee twice</u>. 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 <u>and transfer of costs</u> with relevant waste management operators. 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.	cover the costs of collection and treatment. However, as it is not always possible to identify a producer in the Member State where the vehicle becomes an end-of-life vehicle, it is also necessary to introduce rules on cross-border extended producer responsibility which should apply only in this specific situation. 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, each producer placing a vehicle on the Union market for the first time 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. Producers should also be able to mandate the producer responsibility organisation to act as their authorised representative. Introducing such a mechanism contributes to creating	

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			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. Finally, to cover the cost of waste management operations, a Member State should also be able to request vehicle owners to pay an administrative fee for used vehicles or vehicles for which no producer can be identified, that are registered in that Member State for the first time.	
Recital 43				
G 56	(43) In order to ensure compliance with this obligations and to avoid distortion of the single market, 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 further detailed rules on the obligations of the producers, Member States and waste management operators and	(43) In order to ensure compliance with this obligations and to avoid distortion of the single market, 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 further detailed rules on the obligations of the producers, Member States and waste management operators and	(43) In order to ensure compliance with this obligations and to avoid distortion of the single market, 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 further detailed rules on the obligations of the producers, Member States and waste management operators and	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	the features of the cross-border mechanisms.	the features of the cross-border mechanisms.	the features of the cross-border mechanisms.	
Recital 44				
57	(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	(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 <u>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</u> set up or participate in setting up the collection systems, <u>including collection points</u> 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	(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 treatment facility or collection point 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	of waste parts from repair of vehicles.	means in practice that such systems should appropriately cover the whole territory of each Member State <u>and ensure adequate availability of authorised treatment facilities and collection points</u> . They should also allow for collection of all brands of end-of-life vehicles, as well as of waste parts from repair of vehicles.	of waste parts from repair of vehicles.	
Recital 45				
58	(45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in collection of the end-of-life vehicles. In order to facilitate collection and ensure adequate availability of facilities collecting end-of-life vehicles, this Regulation provides for a possibility for establishing collection points. The role of such points would be limited to collecting of end-of-life vehicles, storing them in proper conditions and transporting them to the authorised treatment facility. Operating such a point requires a specific permit. Collection points	(45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in collection of the end-of-life vehicles. In order to facilitate collection and ensure adequate availability of facilities collecting end-of-life vehicles, this Regulation provides for a possibility for establishing collection points. The role of such points would be limited to collecting of end-of-life vehicles, storing them in proper conditions and transporting them to the authorised treatment facility. Operating such a point requires a specific permit. Collection points	(45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in collection of the end-of-life vehicles. In order to facilitate collection and ensure adequate availability of facilities collecting end-of-life vehicles, this Regulation provides for a possibility for establishing collection points. The role of such points would be limited to collecting of end-of-life vehicles, storing them in proper conditions and transporting them to the authorised treatment facility. Operating such a point requires a specific permit. Collection points	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	should be required to deliver all collected end-of-life vehicles to authorised treatment facilities.	should be required to deliver all collected end-of-life vehicles to authorised treatment facilities.	should be required to deliver all collected end-of-life vehicles to authorised treatment facilities.	
Recital 46				
59	(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.	(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. <u>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.</u> 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.	(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 case of a missing electric vehicle battery, the vehicle owner should prove that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542. In order to prevent the illegal dismantling of valuable parts and components from end-of-life vehicles and promote the collection of complete end-of-life vehicles, the measures regarding whether the delivery of end-of-life vehicles is free of charge could be based on financial incentives. The educational	

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			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.	
Recital 47				
60	(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/EC ¹ 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	(47) The authorised treatment facility should ~~issue~~ <u>be responsible for issuing</u> 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/EC ¹ 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	(47) The authorised treatment facility should issue a certificate of destruction to document that the last vehicle owner upon delivery of the 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/EC ¹ 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	

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	electronic notification system should enable transmitting both the document confirming collection of end-of-life vehicle and the certificate of destruction. 1. 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).	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. 1. 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).	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. 1. 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).	
Recital 48				
61	(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	(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 <u>also</u> strengthen <u>national measures and</u>	(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	

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	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.	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.	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.	
Recital 49				
62	(49) To ensure effective collection of end-of-life vehicles, explicit obligations should be addressed to vehicle owners. They should deliver their vehicle, when it reaches the end-of-life stage, to collection points or authorised treatment facilities and present the certificate of destruction to the registration authorities in order to cancel the registration of their vehicle.	(49) To ensure effective collection of end-of-life vehicles, explicit obligations should be addressed to vehicle owners. They should deliver their vehicle, when it reaches the end-of-life stage, to collection points or authorised treatment facilities and present the certificate of destruction to the registration authorities in order to cancel the registration of their vehicle.	(49) To ensure effective collection of end-of-life vehicles, explicit obligations should be addressed to vehicle owners. They should deliver their vehicle, when it reaches the end-of-life stage, to collection points or authorised treatment facilities [...]. When vehicles are damaged and insurance companies are involved in declaring them a technical or economic total loss, specific provisions should also apply to them. In case of abandoned vehicles and present the certificate of destruction to the registration authorities in order to cancel the registration of their should set out rules for	

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			declaring the vehicle as an end-of-life vehicle and proceed accordingly with the provisions of this regulation. Abandoned vehicles include cases where they have been left unattended or illegally on public property, or vehicles that have been parked on private property without the consent of the owner of the property, or vehicles that have not been reclaimed after a notification by competent authorities to the vehicle owner, or vehicles which, according to competent authorities, pose a hazard to other road traffic.	
Recital 49a				
62a		<i><u>(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</u></i>		

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		<u>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.</u>		
Recital 50				
63	(50) In order to ensure a uniform and environmentally sound treatment of end-of-life vehicles in the Union, it is essential to ensure that the authorised treatment facilities accept and treat all end-of-life vehicles, parts, components and materials, including waste parts from repairs of vehicles, in compliance with the conditions set out in their permits, as well as in accordance with the requirements set out in this Regulation, the best	(50) In order to ensure a uniform and environmentally sound treatment of end-of-life vehicles in the Union, it is essential to ensure that the authorised treatment facilities accept and treat all end-of-life vehicles, parts, components and materials, including waste parts from repairs of vehicles, in compliance with the conditions set out in their permits, as well as in accordance with the requirements set out in this Regulation, the best	(50) In order to ensure a uniform and environmentally sound treatment of end-of-life vehicles in the Union, it is essential to ensure that the authorised treatment facilities accept and treat all end-of-life vehicles, parts, components and materials, including waste parts from repairs of vehicles, in compliance with the conditions set out in their permits, as well as in accordance with the requirements set out in this Regulation, the best	

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	available techniques, and Directive 2010/75/EU of the European Parliament and of the Council¹. 1. Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (OJ L 334, 17.12.2010, p. 17).	available techniques, and Directive 2010/75/EU of the European Parliament and of the Council¹. 1. Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (OJ L 334, 17.12.2010, p. 17).	available techniques, and Directive 2010/75/EU of the European Parliament and of the Council¹. 1. Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (OJ L 334, 17.12.2010, p. 17).	
Recital 51				
64	(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 <u>and is economically justifiable</u>, 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, 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.	
Recital 52				
65	(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	(52) In order to ensure traceability on their activities, <u>including quality of scrap or other relevant input materials</u>, the authorised treatment facilities should document the performed treatment operations and	(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	

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	able to present it, upon request, to relevant national authorities.	electronically store the record for a minimum of three years, and be able to present it, upon request, to relevant national authorities.	able to present it, upon request, to relevant national authorities.	
Recital 53				
66	(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.	(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. <u><i>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.</i></u> In addition, the parts, components and materials containing lead, cadmium, mercury and hexavalent	(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~~ within 30 days 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.	

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		chromium, should be removed from the end-of-life vehicle, to avoid adverse effects on humans or the environment.		
Recital 54				
67	(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.	(54) In order to ensure a proper implementation of Regulation (EU) ~~2023/ [OP: Batteries Regulation]~~ <u>2023/1542</u> , 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.	(54) In order to ensure a proper implementation of Regulation (EU) ~~2023/ [OP: Batteries Regulation]~~ <u>2023/1542</u> [...], 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.	
Recital 55				
68	(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	(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. <i>To stimulate progress in</i>	(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~~ These parts and components ~~concerned~~ [...] should be removed in a manual dismantling process or a semi-automated disassembly process in a non-destructive way.	

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	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.	~~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.~~ <u>inter alia, if there is no market potential for reuse, remanufacturing or refurbishment or if the authorised treatment facility can demonstrate that</u> 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. <u>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.</u> 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	When parts and components cannot fulfil any of these purposes, including cases when there is no market demand for reuse, remanufacturing or refurbishment, these parts and components can also be removed in a destructive (semi-automated) way. 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 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 this purpose, criteria for shredding with other wastes and limit values to enhance the quality of the output fractions are included in Part G of Annex VII. In order to take into account technical and scientific progress, the power to adopt acts in accordance with	

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		<u>and of supplementing this Regulation by setting up quality requirements for the shredding output fractions.</u>	Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annex VII.	
Recital 56				
69	(56) Once the authorised treatment facilities have removed parts and components from an end-of-life vehicle, they should carefully assess and determine whether those parts and components are fit for reuse, remanufacturing or refurbishment, based on objective criteria linked to the technical features of the parts and components and requirements on vehicle safety.	(56) Once the authorised treatment facilities have removed parts and components from an end-of-life vehicle, they should carefully assess and determine whether those parts and components are fit for reuse, remanufacturing or refurbishment, based on objective criteria linked to the technical features of the parts and components and requirements on vehicle safety.	(56) Once the authorised treatment facilities have removed parts and components from an end-of-life vehicle, they should carefully assess and determine whether those parts and components are fit for reuse, remanufacturing or refurbishment, based on objective criteria linked to the technical features of the parts and components and requirements on vehicle safety.	
Recital 57				
70	(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	(57) Regulation (EU) ~~2023/[Batteries]~~ <u>2023/1542</u> 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	(57) Regulation (EU) 2023/[~~Batteries...~~] <u>1542</u> 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	

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	battery from the essential parts or components' to allow for handing over the vehicle for treatment, free of charge, without the electric vehicle battery.	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 <u>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.</u>	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 vehicle owner provides documentation to proof that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542.	
Recital 58				
71	(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 to facilitate the shipment, transportation or any other transfer of such parts and components. The relevant national authorities should be in position to	(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 <u>or during the use phase of a vehicle, including those removed during a repair and maintenance operation,</u> which are suitable for reuse, remanufacturing, or refurbishment, should not be considered waste. This is necessary to facilitate the shipment, transportation or any	(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 immediate reuse, or further remanufacturing or refurbishment by professional operators, should not be considered waste. Parts and components that are removed from end-of-life vehicles and assessed by authorised	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	other transfer of such parts and components. <u>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}.</u> 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. <u>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).</u>	treatment facilities as fit for reuse are commonly destined for a secondary use, and in the case of refurbishment or remanufacturing sent to professional operators. In order to respect the waste hierarchy and to boost the circular use of spare parts, the transfer of these parts and components between economic operators should not be restricted. These parts and components should be properly checked, cleaned and, where necessary, tested by an authorised treatment facility so that they could be immediately reused without any other pre-processing, or in other cases be suitable for further remanufacturing or refurbishment. Such parts and components should not be considered as waste once transferred by an authorised treatment facility. Any transfer of such parts or components should include a technical assessment on their functioning, proper labelling and appropriate packaging against damage during transportation.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			In addition, a copy of the invoice or contract related to the transfer should be provided by the seller of the parts. [...] On the other hand, parts and components not suitable for reuse, remanufacturing or refurbishment, should not be considered as waste. This is necessary to facilitate the shipment, transportation or any other transfer of such parts and components and their export should therefore be governed by Regulation (EU) 2024/1157 on shipments of waste¹. 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. 1. 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)	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Recital 59				
72	(59) In its evaluation of Directive 2000/53/EC, the Commission found that used spare parts and components are offered to the public by unidentified providers and often come from illegal activities. Therefore, new requirements should be established concerning the trading of used, remanufactured or refurbished parts and components. Such parts and components should, above all, be marked with a label indicating the vehicle identification number of the vehicle from which the component or part has been removed and details of the operator who removed them, and be accompanied by a warranty.	(59) In its evaluation of Directive 2000/53/EC, the Commission found that used spare parts and components are offered to the public by unidentified providers and often come from illegal activities. Therefore, new requirements should be established concerning the trading of used, remanufactured or refurbished parts and components. Such parts and components should, above all, be marked with a label indicating the vehicle identification number of the vehicle from which the component or part has been removed and details of the operator who removed them, and be accompanied by a warranty.	(59) In its evaluation of Directive 2000/53/EC, the Commission found that used spare parts and components are offered to the public by unidentified providers and often come from illegal activities. Therefore, new requirements should be established concerning the trading of used, remanufactured or refurbished parts and components. Such parts and components should, above all, be marked with a label indicating the vehicle identification number of the vehicle from which the component or part has been removed and details of the operator who removed them, be appropriately protected against damage during transportation, loading and unloading of the parts and components and come with a copy of the invoice or contract related to the transfer of the parts or components for reuse, remanufacturing or refurbishment [and be accompanied by a warranty...].	
Recital 59a				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
72a			(59a) Where the end-user is a consumer, the business-to-consumer sale of used, remanufactured or refurbished parts and components would be covered by Directive (EU) 2019/771 of the European Parliament and of the Council¹. That Directive requires goods sold to be in conformity with the sales contract, and stipulates the liability of the seller and consumers' remedies in the event of a lack of conformity, such as free repair or replacement of the goods. Since removed parts and components fit for reuse or refurbished parts and components constitute second-hand goods in the meaning of Directive (EU) 2019/771, the seller and the consumer can agree on a shorter liability or limitation period that is not less than one year if the Member State concerned has provided for such a possibility. The economic operators concerned are encouraged to provide commercial guarantees on the reused, remanufactured and refurbished parts and	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			components to consumers and to their customers in business-to-business transactions. 1. Directive (EU) 2019/771 of the European Parliament and of the Council of 20 May 2019 on certain aspects concerning contracts for the sale of goods, amending Regulation (EU) 2017/2394 and Directive 2009/22/EC, and repealing Directive 1999/44/EC (OJ L 136 22.5.2019, p. 28-50)	
Recital 60				
73	(60) In the interests of road safety and protection of the environment, certain components and parts which have been removed from end-of-life vehicles should not be reused, remanufactured or refurbished. Such parts and components should be used neither for the construction of new vehicles, nor in vehicles that have already been placed on the market.	(60) In the interests of road safety and protection of the environment, certain components and parts which have been removed from end-of-life vehicles should not be reused, remanufactured or refurbished. Such parts and components should be used neither for the construction of new vehicles, nor in vehicles that have already been placed on the market.	(60) In the interests of road safety and protection of the environment, certain components and parts which have been removed from end-of-life vehicles should not be reused, remanufactured or refurbished. Such parts and components should be used neither for the construction of new vehicles, nor in vehicles that have already been placed on the market. However, it is necessary to lay down the conditions under which the reuse of such parts and components is acceptable.	
Recital 61				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
74	(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 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.	(61) In order to encourage the development and proper functioning of the market for reusable, refurbished, <u>retrofitted</u> 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, <u>retrofitting</u> 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 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. <u>The exchange of data should be done without undue delay.</u>	(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 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.	
Recital 62				
75	(62) In its evaluation of Directive 2000/53/EC, the Commission found that the definition of recycling in that Directive is too broad and not consistent with Directive 2008/98/EC, as it considers	(62) In its evaluation of Directive 2000/53/EC, the Commission found that the definition of recycling in that Directive is too broad and not consistent with Directive 2008/98/EC, as it considers	(62) In its evaluation of Directive 2000/53/EC, the Commission found that the definition of recycling in that Directive is too broad and not consistent with Directive 2008/98/EC, as it considers	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	‘backfilling’ as a recycling operation. Therefore, the Regulation should align the definition of recycling with Directive 2008/98/EC, excluding backfilling from its scope.	‘backfilling’ as a recycling operation. Therefore, the Regulation should align the definition of recycling with Directive 2008/98/EC, excluding backfilling from its scope.	‘backfilling’ as a recycling operation. Therefore, the Regulation should align the definition of recycling with Directive 2008/98/EC, excluding backfilling from its scope.	
Recital 63				
76	(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	(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	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	vehicles, as established by the Directive 2000/53/EC, and based on the definition of recycling in that Directive, should continue to apply.	re-use and recovery (95 ~~%~~ <u>percent</u>) 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. <u>The weight of the plastic recycled and the total weight of plastics should exclude elastomers as well as thermosets other than polyurethane foams.</u>	vehicles, as established by the Directive 2000/53/EC, and based on the definition of recycling in that Directive, should continue to apply. When parts or components are successfully remanufactured or refurbished, they should be counted towards the achievement of the reuse targets by the authorised treatment facilities.	
Recital 64				
77	(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.	(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~~ <u>allowed to</u> 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~~ <u>only if certain criteria output material quality criteria are fulfilled.</u>	(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~~ <u>[...] only</u> be processed in a shredder in combination with ~~packaging waste and~~ <u>[...] other waste electrical and electronic equipment, particularly to improve the separation of copper from steel fractions</u> ~~if certain criteria and limit values are met.~~	
Recital 65				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
78	(65) To further increase the treatment quality of end-of-life vehicles, it should not be possible to landfill waste fractions resulting from shredded end-of-life vehicles, which contain non-inert waste and which are not processed by post-shredder technology.	(65) To further increase the treatment quality of end-of-life vehicles, it should not be possible to landfill waste fractions resulting from shredded end-of-life vehicles, which contain non-inert waste and which are not processed by post-shredder technology.	(65) To further increase the treatment quality of end-of-life vehicles, it should ~~not only~~ [...] be possible to landfill waste fractions resulting from shredded end-of-life vehicles, which contain non-inert waste and ~~which are not processed by post-shredder technology~~ [...] do not exceed certain limit values.	
Recital 66				
79	(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.	(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~~ <u>2024/1157</u> .	(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~~ [...] 2024/1157 .	
Recital 67				
80	(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	(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	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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].	~~broadly~~ <u>considered</u> 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~~ <u>Waste 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</u> shipment ~~Regulation~~ .	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]...] 2024/1157.	
Recital 68				
81	(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	(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	(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	

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	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.	there is a need for distinguishing used vehicles from end-of-life vehicles. ~~A vehicle owner that intends to transfer~~ <u>When the ownership of a used vehicle <i>is transferred by an economic operator within the Union, the economic operator</i> should ~~in particular be required to demonstrate~~ <i>inform the acquiring person</i> that the vehicle is not an end-of-life vehicle <i>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.</i></u> To assess the status of a used vehicle, the vehicle owner, other economic operators and competent authorities should	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 within the Union or to third countries, should in particular be required to ~~demonstrate~~ [...] present documentation that the vehicle is not an end-of-life vehicle. This documentation can be an assessment according to Annex I, which contains To assess the status of a used vehicle, the vehicle owner, other economic operators and competent authorities should verify if certain criteria for determining whether ~~or not the~~ a vehicle concerned is an end-of-life vehicle, or a valid roadworthiness certificate. The assessment of Annex I, with binding criteria in Part A and indicative criteria in Part B, should be carried out in a cascading manner. As soon as one binding criterion of Part A is met, the vehicle is an end-of-life vehicle. If no criteria of part A apply, the indicative criteria of part B should be checked. If one of those indicative criteria	

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		verify if certain criteria determining whether or not the vehicle concerned is an end-of-life vehicle are met. <i>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.</i>	apply, a further technical assessment would be necessary to determine whether the vehicle can be repaired to obtain a roadworthiness certificate. If not, the vehicle in question is to be considered an end-of-life vehicle. However, Part C of Annex I should lay down criteria allowing for the exemption of vehicles that would otherwise be classified as end-of-life under Part A or Part B, where such vehicles are of particular cultural interest ~~are met~~. The Annex I assessment should be carried out by an independent automotive expert, but it would be up to the Member States to decide how exactly such independent automotive experts should be appointed. The independent automotive experts should be professionals with specialised knowledge in the field of automotive technology, repair and maintenance or vehicle value assessment, appointed to provide unbiased expertise, without conflicting interests with the parties involved. To avoid excessive	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			burden for vehicle owners and primarily target the situation of a majority of potential end-of-life vehicles, an exemption should be included for sales of roadworthy vehicles by persons who are not economic operators and for which the actual sale is not conducted by means of distance contracts or online platforms. When seller and buyer only meet online, but the actual sale takes place in person, such sale should not be considered as sale conducted by means of distance contracts or online platforms. Taking into account the specific role of insurance companies concerning damaged vehicles, specific provisions should apply to these insurance companies to ensure that end-of-life vehicles that are declared technical or economic total loss are ending up at authorised treatment facilities. [...] 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			delegated to the Commission in respect of amending Part A, Part B and Part C, Section 1, point 1, of Annex I , determining the criteria on when a vehicle is end-of-life vehicle.	
Recital 68a				
81a		<i><u>(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.</u></i>		
Recital 69				
82	(69) The EU Action Plan: “Towards Zero Pollution for Air, Water and Soil” ¹ 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	(69) The EU Action Plan: “Towards Zero Pollution for Air, Water and Soil” ¹ 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	(69) The EU Action Plan: “Towards Zero Pollution for Air, Water and Soil” ¹ 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	important environmental and public health challenges as documented by the UN Environmental Programme ² , 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 Council ³ . 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 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	important environmental and public health challenges as documented by the UN Environmental Programme ² , 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/or~~ is to ~~be~~ be roadworthy pursuant to Directive 2014/45/EU of the European Parliament and of the Council ³ <u>and is to be included in a national vehicle registry</u> . 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 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	important environmental and public health challenges as documented by the UN Environmental Programme ² , 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 Council ³ . 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 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	a statement confirming that the used vehicle is not an end-of-life vehicle and that it is considered roadworthy. 1. COM(2021)400 2. https://www.unep.org/resources/report/global-trade-used-vehicles-report 3. 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).	the vehicle identification number and a statement confirming that the used vehicle is not an end-of-life vehicle ~~and~~^{or} that it is considered roadworthy. 1. COM(2021)400 2. https://www.unep.org/resources/report/global-trade-used-vehicles-report 3. 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).	a statement confirming that the used vehicle is not an end-of-life vehicle and that it is considered roadworthy. An appropriate exemption should be provided for regarding vehicles of special cultural interest in a manner that does not interfere with the automated customs procedures. 1. COM(2021)400 2. https://www.unep.org/resources/report/global-trade-used-vehicles-report 3. 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).	
Recital 70				
83	(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	(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	(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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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 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	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 Commission for the exchange of messages to interconnect Member State national electronic registers. <u>Member States should be able to use the European Car and Driving Licence Information System (EUCARIS) to connect to the MOVE-HUB electronic system.</u> 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	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 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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 Council¹. 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. ¹. 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 MOVE-Hub should be further extended to enable the exchange <u>and verify</u> 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 Council¹. 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. ¹. Regulation (EU) 2022/2399 of the European Parliament and of the Council of 23 November 2022 establishing the European Union Single Window	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 Council¹. 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. MOVE-HUB would be used for the exchange of messages between the Member States. Member States may continue to use their own applications or third party applications, including the European Vehicle and Driving Licence Information System	

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		Environment for Customs and amending Regulation (EU) No 952/2013 (OJ L 317, 9.12.2022, p. 1).	(EUCARIS), to connect to the MOVE-HUB electronic system. 1. 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).	
Recital 71				
84	(71) In order to ensure uniform conditions for the implementation of export requirements, implementing powers should be conferred on the Commission to develop the necessary electronic systems and make them operational with national systems.	(71) In order to ensure uniform conditions for the implementation of export requirements, implementing powers should be conferred on the Commission to develop the necessary electronic systems and make them operational with national systems.	(71) In order to ensure uniform conditions for the implementation of export requirements, implementing powers should be conferred on the Commission to develop the necessary electronic systems and make them operational with national systems.	
Recital 72				
85	(72) Member States should collaborate with one another to ensure an effective implementation of the requirements governing the export of used vehicles and to provide mutual assistance. This assistance should include information exchange to verify the status of vehicles prior to their export, including confirming registration information in the Member State	(72) Member States should collaborate with one another to ensure an effective implementation of the requirements governing the export of used vehicles and to provide mutual assistance. This assistance should include information exchange to verify the status of vehicles prior to their export, including confirming registration information in the Member State	(72) Member States should collaborate with one another to ensure an effective implementation of the requirements governing the export of used vehicles and to provide mutual assistance. This assistance should include information exchange to verify the status of vehicles prior to their export, including confirming registration information in the Member State	

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	where they were previously registered. Furthermore, in pursuit of comprehensive cooperation, Member States should cooperate with authorities from third countries.	where they were previously registered. Furthermore, in pursuit of comprehensive cooperation, Member States should cooperate with authorities from third countries.	where they were previously registered. Cooperation should entail, inter alia, providing access to relevant documents and information, including inspection findings, while adhering to applicable data protection regulations governing the requested authority. Furthermore, in pursuit of comprehensive cooperation, competent authorities of Member States should cooperate with authorities from third countries.	
Recital 73				
86	(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 Council ¹ . 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	(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 Council ¹ . 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	(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 Council ¹ . 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	

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	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. 1. 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).	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. <u>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.</u> 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. 1. 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).	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. 1. 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).	
Recital 74				

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87	(74) To prevent the risk of vehicles being exported without the required documents indicating the vehicle identification number and roadworthiness of the vehicle and of non-compliance with export requirements being detected only when the vehicle has already left the Union, the application of the simplified customs procedures set out in Regulation (EU) No 952/2013 should not be allowed. Those procedures would prevent customs authorities from conducting real-time controls through the EU Single Window Environment for Customs, which would increase the risk of breaching the Union rules on the export of used vehicles.	(74) To prevent the risk of vehicles being exported without the required documents indicating the vehicle identification number and roadworthiness of the vehicle and of non-compliance with export requirements being detected only when the vehicle has already left the Union, the application of the simplified customs procedures set out in Regulation (EU) No 952/2013 should not be allowed. Those procedures would prevent customs authorities from conducting real-time controls through the EU Single Window Environment for Customs, which would increase the risk of breaching the Union rules on the export of used vehicles.	(74) To prevent the risk of vehicles being exported without the required documents indicating the vehicle identification number and roadworthiness of the vehicle and of non-compliance with export requirements being detected only when the vehicle has already left the Union, the application of [...] the entry in the declarant's records and the self-assessment ~~the simplified customs~~ procedures set out in Regulation (EU) No 952/2013 should not be allowed. Those procedures would prevent customs authorities from conducting real-time controls through the EU Single Window Environment for Customs, which would increase the risk of breaching the Union rules on the export of used vehicles.	
Recital 75				
88	(75) In its evaluation of Directive 2000/53/EC, the Commission considered the lack of requirements on mandatory inspections as a shortcoming of the Directive. Therefore, this Regulation should set out minimum requirements concerning	(75) In its evaluation of Directive 2000/53/EC, the Commission considered the lack of requirements on mandatory inspections as a shortcoming of the Directive. Therefore, this Regulation should set out minimum requirements concerning	(75) In its evaluation of Directive 2000/53/EC, the Commission considered the lack of requirements on mandatory inspections as a shortcoming of the Directive. Therefore, this Regulation should impose on the Member States certain	

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	the frequency of inspections, their scope and characteristics of facilities subject to such inspections. The competitiveness of the authorised treatment facilities in relation to the illegal operators would thus be safeguarded and a continued compliance with conditions of permits and requirements on the collection and treatment of end-of-life vehicles would be ensured.	the frequency of inspections, their scope and characteristics of facilities subject to such inspections. The competitiveness of the authorised treatment facilities in relation to the illegal operators would thus be safeguarded and a continued compliance with conditions of permits and requirements on the collection and treatment of end-of-life vehicles would be ensured.	obligations related to detecting illegal activities in the area of collection, treatment and export of end-of-life vehicles, as well as set out minimum requirements concerning the frequency and scope of inspections, ~~their scope~~ of authorised treatment facilities and collection points and characteristics of facilities subject to such inspections. The competitiveness of the authorised treatment facilities in relation to the illegal operators would thus be safeguarded and a continued compliance with conditions of permits and requirements on the collection and treatment of end-of-life vehicles would be ensured.	
Recital 76				
89	(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	(76) <u>Members States should develop inspection plans to monitor illegal treatment of vehicles.</u> 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 ~~%~~ <u>percent</u> of authorised treatment facilities and operators.	(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~~ total number of entities to be inspected including authorised treatment facilities and collection points as well as operators targeted for inspection under a strategy	

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	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].	Sites of repair and maintenance operators, <u>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</u> 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]~~ <u>(EU) 2024/1157</u> .	~~aimed at detecting illegal activities~~ –should cover[...] be ~~calculated as~~ at least 10 % of authorised treatment facilities and operators. Sites of repair and maintenance ~~collection points~~ operating in a Member State[...]. [...] Other facilities and economic operators should also be subjected to inspection, if they might treat end-of-life vehicles or sell used spare parts and components . 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]~~ (EU) 2024/1157[...] .	
Recital 77				
90	(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	(77) Member States should establish cooperation mechanisms at national and international level so that inspections can take place in an efficient manner <u>with the objective of facilitating the prevention and detection of illegal treatment and export of end-of-</u>	(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	

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	vehicles and checking if they have been properly treated when they reach end-of-life stage.	<u>life vehicles, and permanently addressing the issue of missing vehicles</u> . 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. <u>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.</u>	vehicles and checking if they have been properly treated when they reach end-of-life stage.	
Recital 78				
91	(78) All necessary enforcement measures should be taken by the Member States to tackle illegal treatment of end-of-life vehicles, in order to prevent damages to the environment or human health due to such activities. Any establishment or undertaking treating end-of-life vehicles without a valid permit, or in breach of conditions or requirements set out in the permit, should therefore be subject to penalties. Also other measures, such as withdrawing the permit or suspending the operations of an	(78) All necessary enforcement measures should be taken by the Member States to tackle illegal treatment of end-of-life vehicles, in order to prevent damages to the environment or human health due to such activities. Any establishment or undertaking treating end-of-life vehicles without a valid permit, or in breach of conditions or requirements set out in the permit, should therefore be subject to penalties. Also other measures, such as withdrawing the permit or suspending the operations of an	(78) All necessary enforcement measures should be taken by the Member States to tackle illegal treatment of end-of-life vehicles, in order to prevent damages to the environment or human health due to such activities. Any establishment or undertaking treating end-of-life vehicles without a valid permit, or in breach of conditions or requirements set out in the permit, should therefore be subject to penalties. Also other measures, such as withdrawing the permit or suspending the operations of an	

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	operator should be considered by Member States to ensure effective compliance with this Regulation.	operator should be considered by Member States to ensure effective compliance with this Regulation.	operator should be considered by Member States to ensure effective compliance with this Regulation.	
Recital 79				
92	(79) Member States should lay down rules on penalties applicable to infringements of this Regulation and ensure that those rules are implemented. The penalties should be established in particular for violations of the provisions on export of used vehicles, on delivery of end-of-life vehicles to authorised treatment facilities or collection points and on trading used, remanufactured or refurbished parts and components. The penalties provided for should be effective, proportionate and dissuasive.	(79) Member States should lay down rules on penalties applicable to infringements of this Regulation and ensure that those rules are implemented. The penalties should be established in particular for violations of the provisions on export of used vehicles, on delivery of end-of-life vehicles to authorised treatment facilities or collection points and on trading used, remanufactured or refurbished parts and components. The penalties provided for should be effective, proportionate and dissuasive.	(79) Member States should lay down rules on penalties applicable to infringements of this Regulation and ensure that those rules are implemented. The penalties should be established in particular for violations of the provisions on export of used vehicles, on delivery of end-of-life vehicles to authorised treatment facilities or collection points and on trading used, remanufactured or refurbished parts and components. The penalties provided for should be effective, proportionate and dissuasive.	
Recital 80				
93	(80) Establishing reporting obligations is necessary to ensure proper implementation, monitoring and evaluation of Union legislation and to provide markets with up-to-date transparency information. Correct and valid data is indispensable for the Commission to assess whether	(80) Establishing reporting obligations is necessary to ensure proper implementation, monitoring and evaluation of Union legislation and to provide markets with up-to-date transparency information. Correct and valid data is indispensable for the Commission to assess whether	(80) Establishing reporting obligations is necessary to ensure proper implementation, monitoring and evaluation of Union legislation and to provide markets with up-to-date transparency information. Correct and valid data is indispensable for the Commission to assess whether	

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	the measures provided for in the Regulation function properly and to propose, where necessary, further adjustments aimed at ensuring environmentally sound treatment of end-of-life vehicles or at streamlining the implementation of the Regulation. With a view to limiting the burden linked to reporting, only data which are indispensable for the purpose of the implementation of this Regulation should be reported and reporting should be facilitated through digital tools. Based on these elements, it should be specified which data is to be reported by economic operators to the relevant authorities and by the Member States to the Commission. In order to ensure uniform conditions for the implementation of reporting requirements, implementing powers should be conferred on the Commission. The implementing acts, which should replace Commission Decision 2005/293/EC¹, should also lay down a methodology for calculating and verifying whether	the measures provided for in the Regulation function properly and to propose, where necessary, further adjustments aimed at ensuring environmentally sound treatment of end-of-life vehicles or at streamlining the implementation of the Regulation. With a view to limiting the burden linked to reporting, only data which are indispensable for the purpose of the implementation of this Regulation should be reported and reporting should be facilitated through digital tools. Based on these elements, it should be specified which data is to be reported by economic operators to the relevant authorities and by the Member States to the Commission. In order to ensure uniform conditions for the implementation of reporting requirements, implementing powers should be conferred on the Commission. The implementing acts, which should replace Commission Decision 2005/293/EC¹, should also lay down a methodology for calculating and verifying whether	the measures provided for in the Regulation function properly and to propose, where necessary, further adjustments aimed at ensuring environmentally sound treatment of end-of-life vehicles or at streamlining the implementation of the Regulation. With a view to limiting the burden linked to reporting, only data which are indispensable for the purpose of the implementation of this Regulation should be reported and reporting should be facilitated through digital tools. Based on these elements, it should be specified which data is to be reported by economic operators to the relevant authorities and by the Member States to the Commission. In order to ensure uniform conditions for the implementation of reporting requirements, implementing powers should be conferred on the Commission. The implementing acts, which should replace Commission Decision 2005/293/EC¹, should also lay down a methodology for calculating and verifying whether	

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	the reuse, recycling and recovery targets have been attained. 1. Commission Decision 2005/293/EC of 1 April 2005 laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets set out in Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 94, 13.4.2005, p. 30–33).	the reuse, recycling and recovery targets have been attained. 1. Commission Decision 2005/293/EC of 1 April 2005 laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets set out in Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 94, 13.4.2005, p. 30–33).	the reuse, recycling and recovery targets have been attained. 1. Commission Decision 2005/293/EC of 1 April 2005 laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets set out in Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 94, 13.4.2005, p. 30–33).	
Recital 81				
G 94	(81) The competent authorities of the Member States play an important role in verifying compliance with the obligations established under this Regulation relating to the collection and management of end-of-life vehicles, including better tracking by those authorities of the vehicles' whereabouts and combating illegal handling of end-of-life vehicles. Member States should thus require that waste management operators and other relevant economic operators provide the competent authorities with data allowing them to better monitor how the provisions on collection and management of end-of-life vehicles are being implemented.	(81) The competent authorities of the Member States play an important role in verifying compliance with the obligations established under this Regulation relating to the collection and management of end-of-life vehicles, including better tracking by those authorities of the vehicles' whereabouts and combating illegal handling of end-of-life vehicles. Member States should thus require that waste management operators and other relevant economic operators provide the competent authorities with data allowing them to better monitor how the provisions on collection and management of end-of-life vehicles are being implemented.	(81) The competent authorities of the Member States play an important role in verifying compliance with the obligations established under this Regulation relating to the collection and management of end-of-life vehicles, including better tracking by those authorities of the vehicles' whereabouts and combating illegal handling of end-of-life vehicles. Member States should thus require that waste management operators and other relevant economic operators provide the competent authorities with data allowing them to better monitor how the provisions on collection and management of end-of-life vehicles are being implemented.	

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Recital 82				
95	(82) The implementing powers that are conferred on the Commission by this Regulation should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	(82) The implementing powers that are conferred on the Commission by this Regulation should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	(82) The implementing powers that are conferred on the Commission by this Regulation should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹. 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	
Recital 83				
96	(83) When adopting delegated acts under this Regulation, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. To ensure equal participation in the preparation of delegated acts, the European Parliament and the	(83) When adopting delegated acts under this Regulation, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹. To ensure equal participation in the preparation of delegated acts, the European Parliament and the	(83) When adopting delegated acts under this Regulation, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making¹, according to which the Member States' experts should be consulted in a timely manner on each draft	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p.1.	Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p.1.	delegated act prepared by the Commission services. Member States' experts should be provided with the draft delegated acts, the draft agenda and any other relevant documents in sufficient time to prepare. To ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p.1.	
Recital 84				
97	(84) Annex II to Regulation (EU) 2019/1020, which lists Union harmonisation legislation without provisions on penalties, should be amended to delete Directives 2000/53/EC and 2005/64/EC from that list as it is necessary that the current Regulation contains penalty provisions.	(84) Annex II to Regulation (EU) 2019/1020, which lists Union harmonisation legislation without provisions on penalties, should be amended to delete Directives 2000/53/EC and 2005/64/EC from that list as it is necessary that the current Regulation contains penalty provisions.	(84) Annex II to Regulation (EU) 2019/1020, which lists Union harmonisation legislation without provisions on penalties, should be amended to delete Directives 2000/53/EC and 2005/64/EC from that list as it is necessary that the current Regulation contains penalty provisions.	
Recital 85				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
98	(85) It is necessary to ensure that the type-approval related provisions and requirements of this Regulation are verified during the EU type-approval process. Regulation (EU) 2018/858 should therefore be amended accordingly.	(85) It is necessary to ensure that the type-approval related provisions and requirements of this Regulation are verified during the EU type-approval process. Regulation (EU) 2018/858 should therefore be amended accordingly.	(85) It is necessary to ensure that the type-approval related provisions and requirements of this Regulation are verified during the EU type-approval process. Regulation (EU) 2018/858 should therefore be amended accordingly.	
Recital 86				
99	(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 vehicles ¹ . 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	(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~~ proposed a revision of Council Directive 1999/37/EC on the registration documents for vehicles ¹ . 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	(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~~ proposed a revision of Council Directive 1999/37/EC ¹ on the registration documents for vehicles ¹² . 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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. 1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	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. 1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	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. 1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57). 2. Proposal for a Directive on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC, COM/2025/179 final.	
Recital 87				
100	(87) In view of the need to ensure a high level of	(87) In view of the need to ensure a high level of	(87) In view of the need to ensure a high level of	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	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, <u>such as to caravans, multistage vehicles or</u> 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 <u>and the impact of measures concerning provisions on processes that may affect high-</u>	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 or other parts of a vehicle that have been type-approved in multi-stage type approval. 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. The Commission should also review the state of technological	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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.</u>	development and environmental performance of bio-based plastic content in vehicles, and present a legislative proposal to lay down relevant targets where appropriate.	
Recital 88				
101	(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].	(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~~ <u>2024/1781</u> .	(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...~~ <u>2024/1781</u> [Ecodesign for Sustainable Products...].	
Recital 88a				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
101a		<u>(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.</u>		
Recital 89				
102	(89) It is necessary to provide for sufficient time for economic operators to comply with their obligations under this Regulation, and for Member States to set up the administrative infrastructure necessary for its application. The	(89) It is necessary to provide for sufficient time for economic operators to comply with their obligations under this Regulation, and for Member States to set up the administrative infrastructure necessary for its application. The	(89) It is necessary to provide for sufficient time for economic operators to comply with their obligations under this Regulation, and for Member States to set up the administrative infrastructure necessary for its application. The	

	CLEAN Commission Proposal	vs.EC EP Mandate	vs.EC Council Mandate	vs.EC Draft Agreement
	application of this Regulation should therefore be deferred.	application of this Regulation should therefore be deferred.	application of this Regulation should therefore be deferred.	
Recital 90				
103	(90) In order to allow Member States to take the necessary administrative measures regarding establishment of collection systems, while keeping continuity for economic operators and waste management operators, repeal of Directive 2000/53/EC should be deferred.	(90) In order to allow Member States to take the necessary administrative measures regarding establishment of collection systems, while keeping continuity for economic operators and waste management operators, repeal of Directive 2000/53/EC should be deferred.	(90) In order to allow Member States to take the necessary administrative measures regarding establishment of collection systems, while keeping continuity for economic operators and waste management operators, repeal of Directive 2000/53/EC should be deferred.	
Recital 91				
104	(91) This Regulation does not change the rules on restrictions on the use of lead, mercury cadmium and hexavalent chromium in vehicles established under Directive 2000/53/EC or exemptions from those restrictions. However, it lays down clearer rules on how compliance with these restrictions, as well as with other circularity requirements, are to be verified during the type-approval process. In order to ensure that manufacturers have sufficient time to comply with those rules, their application should be deferred.	(91) This Regulation does not change the rules on restrictions on the use of lead, mercury cadmium and hexavalent chromium in vehicles established under Directive 2000/53/EC or exemptions from those restrictions. However, it lays down clearer rules on how compliance with these restrictions, as well as with other circularity requirements, are to be verified during the type-approval process. In order to ensure that manufacturers have sufficient time to comply with those rules, their application should be deferred.	(91) This Regulation does not change the rules on restrictions on the use of lead, mercury cadmium and hexavalent chromium in vehicles established under Directive 2000/53/EC or exemptions from those restrictions. However, it lays down clearer rules on how compliance with these restrictions, as well as with other circularity requirements, are to be verified during the type-approval process. In order to ensure that manufacturers have sufficient time to comply with those rules, their application should be deferred.	

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	Therefore, provisions of Directive 2000/53/EC concerning restrictions on the use of lead, mercury cadmium and hexavalent chromium should remain in force until those rules become applicable, in order to ensure continuity and to assure that vehicles placed on Union's market do not contain such substances, in cases other than provided for in that Directive.	Therefore, provisions of Directive 2000/53/EC concerning restrictions on the use of lead, mercury cadmium and hexavalent chromium should remain in force until those rules become applicable, in order to ensure continuity and to assure that vehicles placed on Union's market do not contain such substances, in cases other than provided for in that Directive.	Therefore, provisions of Directive 2000/53/EC concerning restrictions on the use of lead, mercury cadmium and hexavalent chromium should remain in force until those rules become applicable, in order to ensure continuity and to assure that vehicles placed on Union's market do not contain such substances, in cases other than provided for in that Directive.	
Recital 92				
105	(92) This Regulation also provides clearer provisions on extended producer responsibility than Directive 2000/53/EC. As establishment of such schemes and necessary national provisions on authorisation of producers and producer responsibility organisations requires some time, the application of those provisions should be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those provisions become applicable in order to ensure continuity with regard to the producers financing	(92) This Regulation also provides clearer provisions on extended producer responsibility than Directive 2000/53/EC. As establishment of such schemes and necessary national provisions on authorisation of producers and producer responsibility organisations requires some time, the application of those provisions should be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those provisions become applicable in order to ensure continuity with regard to the producers financing	(92) This Regulation also provides clearer provisions on extended producer responsibility than Directive 2000/53/EC. As establishment of such schemes and necessary national provisions on authorisation of producers and producer responsibility organisations requires some time, the application of those provisions should be deferred. –The corresponding provisions of Directive 2000/53/EC should remain in force until those provisions become applicable in order to ensure continuity with regard to the producers financing	

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	of the costs of collecting end-of-life vehicles.	of the costs of collecting end-of-life vehicles.	of the costs of collecting end-of-life vehicles.	
Recital 93				
106	(93) Similarly, this Regulation contains new requirements on the treatment of end-of-life vehicles, in particular on the removal of parts and components for the purpose of promoting their reuse, remanufacturing or refurbishment as well as increasing the quality of recycling processes. Waste management operators require time to adjust to those new requirements and the application of them should therefore be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those requirements become applicable in order to ensure continuity with regard to treatment of end-of-life vehicles.	(93) Similarly, this Regulation contains new requirements on the treatment of end-of-life vehicles, in particular on the removal of parts and components for the purpose of promoting their reuse, remanufacturing or refurbishment as well as increasing the quality of recycling processes. Waste management operators require time to adjust to those new requirements and the application of them should therefore be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those requirements become applicable in order to ensure continuity with regard to treatment of end-of-life vehicles.	(93) Similarly, this Regulation contains new requirements on the treatment of end-of-life vehicles, in particular on the removal of parts and components for the purpose of promoting their reuse, remanufacturing or refurbishment as well as increasing the quality of recycling processes. Waste management operators require time to adjust to those new requirements and the application of them should therefore be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those requirements become applicable in order to ensure continuity with regard to treatment of end-of-life vehicles.	
Recital 94				
107	(94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the Commission should remain in force for a period of time in order	(94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the Commission should remain in force for a period of time in order	(94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the Commission should remain in force for a period of time in order	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	to ensure continuity until the new calculation rules and reporting formats are adopted by the Commission under this Regulation.	to ensure continuity until the new calculation rules and reporting formats are adopted by the Commission under this Regulation.	to ensure continuity until the new calculation rules and reporting formats are adopted by the Commission under this Regulation.	
Recital 95				
108	(95) The application of all provisions concerning vehicle of categories L _{3e} -L _{7e} , M ₂ , M ₃ , N ₂ , N ₃ 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.	(95) The application of all provisions concerning vehicle of categories L ~~_{3e}-L_{7e}~~ , M ₂ , M ₃ , N ₂ , N ₃ 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.	(95) The application of all provisions concerning vehicle of categories [...]L ~~₁~~ L _{3e} -L _{7e} , M ₂ , M ₃ , N ₂ , N ₃ 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.	
Recital 96				
109	(96) In the interest of clarity, rationality and simplification, since the rules on type-approval of motor vehicles with regard to their reusability, recyclability and recoverability are all contained in this Regulation, the repeal of Directive 2005/65/EC should be deferred. This time provides sufficient time for manufacturers to ensure that the vehicles types	(96) In the interest of clarity, rationality and simplification, since the rules on type-approval of motor vehicles with regard to their reusability, recyclability and recoverability are all contained in this Regulation, the repeal of Directive 2005/65/EC should be deferred. This time provides sufficient time for manufacturers to ensure that the vehicles types	(96) In the interest of clarity, rationality and simplification, since the rules on type-approval of motor vehicles with regard to their reusability, recyclability and recoverability are all contained in this Regulation, the repeal of Directive ~~2005/65/EC~~ 2005/64/EC should be deferred. This time provides sufficient time for manufacturers to ensure that the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	they design and construct comply with the circularity requirements and for approval authorities to implement the new rules.	they design and construct comply with the circularity requirements and for approval authorities to implement the new rules.	vehicles types they design and construct comply with the circularity requirements and for approval authorities to implement the new rules.	
Recital 97				
110	(97) Since the objectives of this Regulation, namely to contribute to the functioning of the single market, to prevent and reduce the adverse impacts from management of end-of-life vehicles and to ensure a high level of protection of human health, and the environment, cannot be sufficiently achieved by the Member States but can rather, by reason of the need for harmonisation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.	(97) Since the objectives of this Regulation, namely to contribute to the functioning of the single market, to prevent and reduce the adverse impacts from management of end-of-life vehicles and to ensure a high level of protection of human health, and the environment, cannot be sufficiently achieved by the Member States but can rather, by reason of the need for harmonisation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.	(97) Since the objectives of this Regulation, namely to contribute to the functioning of the single market, to prevent and reduce the adverse impacts from management of end-of-life vehicles and to ensure a high level of protection of human health, and the environment, cannot be sufficiently achieved by the Member States but can rather, by reason of the need for harmonisation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives-;	
Recital 98				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
110a			(98) On 1 February 2020, the United Kingdom withdrew from the European Union. The Withdrawal Agreement¹ was concluded between the European Union and the European Atomic Energy Community, on the one part, and the United Kingdom, on the other part. It was approved by Council Decision (EU) 2020/135² of 30 January 2020 and entered into force on 1 February 2020. The Withdrawal Agreement provides for a transition period which ended on 31 December 2020. At the end of the transition period, Union law ceased to apply to the United Kingdom, whilst the Protocol on Ireland / Northern Ireland – now referred to as the Windsor Framework³, which forms an integral part of the Withdrawal Agreement, became applicable. In accordance with Article 5(4) of the Windsor Framework and point 9 of Annex 2 to the Windsor Framework, Directive 2005/64/EC, as well as legal acts of the Union implementing, amending or replacing that legal	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			act, apply to and in the United Kingdom in respect of Northern Ireland. This Regulation replaces Directive 2005/64/EC and would therefore apply to and in the United Kingdom in respect of Northern Ireland. Considering the scope of the Windsor Framework, it is therefore appropriate to stipulate that certain provisions of this Regulation should not apply to and in the United Kingdom in respect of Northern Ireland. 1. Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (OJ L 29, 31.1.2020, p. 7). 2. Council Decision (EU) 2020/135 of 30 January 2020 on the conclusion of the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (OJ L 29, 31.1.2020, p. 1). 3. Joint Declaration No 1/2023 of the Union and the United Kingdom in the Joint Committee established by the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European	

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			Union and the European Atomic Energy Community of 24 March 2023 (OJ L 102, 17.4.2023, p. 87).	
	Formula			
G	111	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:	HAVE ADOPTED THIS REGULATION:
	CHAPTER I			
G	112	CHAPTER I GENERAL PROVISIONS	CHAPTER I GENERAL PROVISIONS	CHAPTER I GENERAL PROVISIONS Text Origin: Commission Proposal
	Article 1			
G	113	Article 1 Subject matter	Article 1 Subject matter	Article 1 Subject matter Text Origin: Commission Proposal
	Article 1, first paragraph			
G	114	This Regulation lays down circularity requirements on vehicle design and production related to reusability, recyclability and recoverability and the use of recycled content, which are to be verified at type-approval of vehicles, and on information and labelling requirements on parts, components and materials in vehicles. It also lays down	This Regulation lays down circularity requirements on vehicle design and production related to reusability, recyclability and recoverability and the use of recycled content, which are to be verified at type-approval of vehicles, and on information and labelling requirements on parts, components and materials in vehicles. It also lays down	This Regulation lays down circularity requirements on vehicle design and production related to reusability, recyclability and recoverability and the use of recycled content, which are to be verified at type-approval of vehicles, and on information and labelling requirements on parts, components and materials in vehicles. It also lays down

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries.	requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries.	requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries.	requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries. Text Origin: Commission Proposal
Article 2				
115	Article 2 Scope	Article 2 Scope	Article 2 Scope	Article 2 Scope NB: The exact wording of scope provisions in Article 2 will be adjusted to reflect the provisional agreement described in point 1.1 of document WK 16529/25, with the exemption of the provision on bodywork which is still under negotiation at technical level with the EP
Article 2(1)				
116	1. This Regulation shall apply:	1. This Regulation shall apply:	1. This Regulation shall apply:	1. This Regulation shall apply: Text Origin: Commission Proposal
Article 2(1), point (a)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
117	(a) to vehicles and end-of-life vehicles of categories M ₁ and N ₁ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858;	(a) to vehicles and end-of-life vehicles of categories M ₁ and N ₁ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858;	(a) to vehicles and end-of-life vehicles of categories M ₁ and N ₁ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858;	(a) to vehicles and end-of-life vehicles of categories M ₁ and N ₁ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 2(1), point (a1)				
117a			(a1) 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] to vehicles and end-of-life vehicles of categories M ₁ and N ₁ of special purpose vehicles, as defined in Article 3, point (31), of Regulation (EU) 2018/858, except for Article 34 on reuse, recycling and recovery targets;	
Article 2(1), point (b)				
118	(b) 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 categories M ₂ , M ₃ , N ₂ , N ₃ and O as set out in Article 4(1) of Regulation (EU) 2018/858;	(b) 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 categories M ₂ , M ₃ , N ₂ , N ₃ and O as set out in Article 4(1) of Regulation (EU) 2018/858;	(b) 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 categories M ₂ , M ₃ , N ₂ , N ₃ and O as set out in Article 4(1) of Regulation (EU) 2018/858;	(b) 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 categories M ₂ , M ₃ , N ₂ , N ₃ and O as set out in Article 4(1) of Regulation (EU) 2018/858;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
Article 2(1), point (c)				
119	(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.	(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~~ <u>L</u> 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.	(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 _{1e} , L _{2e} , 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-;	(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~~ <u>L</u> 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. Text Origin: EP Mandate
Article 2(1), point (d)				
119a			(d) 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 special purpose vehicles and end-of-life vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O, as defined in Article 3, point (31), of Regulation (EU) 2018/858, except for the articles listed in paragraph 4 and Article 9;	
Article 2(2)				
120	2. This Regulation shall not apply to:	2. This Regulation shall not apply to:	2. This Regulation shall not apply to:	2. This Regulation shall not apply to:

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	Article 2(2), point (a)			
	121 (a) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858;	(a) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858;	(a) ~~special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858; [...]~~	
	Article 2(2), point (b)			
Y	122 (b) other parts of a vehicle that have been type-approved in multi-stage type approval of category N ₁ , N ₂ , N ₃ , M ₂ or M ₃ than the base vehicle;	(b) other parts of a vehicle that have been type-approved in multi-stage type approval of category N ₁ , N ₂ , N ₃ , M ₂ or M ₃ than the base vehicle;	(b) ~~other parts of a vehicle that have been type-approved in multi-stage type approval of category N₁, N₂, N₃, M₂ or M₃ than the base vehicle; [...]~~	Y
	Article 2(2), point (c)			
G	123 (c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858;	(c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858;	(c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858;	G
	Article 2(2), point (ca)			
G	123a	<u>(ca) vehicles of L categories produced in small series as referred to in Article 42 of Regulation (EU) 168/2013;</u>		G
	Article 2(2), point (cb)			
G	123b	<u>(cb) vehicles designed and constructed or adapted for use by the armed services only, as</u>		G

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				<u>referred to in Article 2(2), point (d), of Regulation (EU) 2018/858;</u>				
		Article 2(2), point (cc)						
Y		123c		<u>(cc) 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) 168/2013;</u>				Y
		Article 2(2), point (cd)						
Y		123d		<u>(cd) 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;</u>				Y
		Article 2(2), point (d)						
G		124	(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- <u>and all their parts, components and spare parts required for their maintenance activities and necessary to preserve their historical status;</u>	(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-; <u>/including their identifiable parts, components required for their maintenance activities and necessary to preserve their historical status/ for the period during which these vehicles are considered as vehicles of historical interest;</u>		G

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 2(2), point (da)								
G	124a			<u>(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.</u>				<u>(da) vehicles of special cultural interest for the period during which these vehicles are officially recognised as such by competent authorities and in accordance with the procedure set out in Annex 0 to this Regulation;</u>
Article 2(2), point (e)								
Y	124b			<u>(db) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858 produced by a small-volume manufacturer;</u>		(e) special purpose vehicles as defined in Article 3, point (31), of Regulation 2018/858 produced by a small-volume manufacturer; parts of vehicles produced by a small-volume manufacturer that are type-approved in multi-stage type approval other than the base vehicle, and to trailer caravans as referred to in point 5.6 of Annex I to that Regulation		
Article 2(2), point (dc)								
Y	124c							
Article 2(3)								
G	125	3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life		3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life		3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O:	vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O:	vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O:	
	Article 2(3), point (a)			
G 126	(a) Article 4 on reusability, recyclability and recoverability of vehicles;	(a) Article 4 on reusability, recyclability and recoverability of vehicles;	(a) Article 4 on reusability, recyclability and recoverability of vehicles;	G
	Article 2(3), point (b)			
G 127	(b) Article 5 on requirements for substances in vehicles;	(b) Article 5 on requirements for substances in vehicles;	(b) Article 5 on requirements for substances in vehicles;	G
	Article 2(3), point (c)			
G 128	(c) Article 6 on minimum recycled content in vehicles;	(c) Article 6 on minimum recycled content in vehicles;	(c) Article 6 on minimum recycled content in vehicles;	G
	Article 2(3), point (d)			
129	(d) Article 7 on design to enable removal and replacement of certain parts and components in vehicles;	(d) Article 7 on design to enable removal and replacement of certain parts and components in vehicles;	(d) ~~Article 7 on design to enable removal and replacement of certain parts and components in vehicles; [...]~~	
	Article 2(3), point (e)			
130	(e) Article 8 on general obligations;	(e) Article 8 on general obligations;	(e) ~~Article 8 on general obligations; [...]~~	
	Article 2(3), point (f)			
131	(f) Article 9 on circularity strategy;	(f) Article 9 on circularity strategy;	(f) ~~Article 9 on circularity strategy; [...]~~	
	Article 2(3), point (g)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
132	(g) Article 10 on declaration on recycled content present in vehicles;	(g) Article 10 on declaration on recycled content present in vehicles;	(g) Article 10 on declaration on recycled content present in vehicles;		
Article 2(3), point (h)					
133	(h) Article 12 on labelling of parts, components and materials present in vehicles;	(h) Article 12 on labelling of parts, components and materials present in vehicles;	(h) Article 12 paragraph 1 on labelling of parts, components and materials present in vehicles;		
Article 2(3), point (i)					
134	(i) Article 13 on circularity vehicle passport;	(i) Article 13 on circularity vehicle passport;	(i) Article 13 on digital circularity vehicle passport;		
Article 2(3), point (j)					
135	(j) Article 21 on fee modulation;	(j) Article 21 on fee modulation;	(j) Article 21 on fee modulation;		
Article 2(3), point (k)					
136	(k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;	(k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;	(k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;		
Article 2(3), point (l)					
137	(l) Article 28 on general requirements for shredding;	(l) Article 28 on general requirements for shredding;	(l) ~~Article 28 on general requirements for shredding;~~ [...]		
Article 2(3), point (m)					
138	(m) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding;	(m) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding;	(m) ~~Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding;~~ [...]		
Article 2(3), point (n)					

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
139	(n) Article 31 on requirements concerning the removed parts and components;	(n) Article 31 on requirements concerning the removed parts and components;	(n) ~~Article 31 on requirements concerning the removed parts and components; [...]~~	
Article 2(3), point (o)				
140	(o) Article 32 on trade of used, remanufactured or refurbished parts and components;	(o) Article 32 on trade of used, remanufactured or refurbished parts and components;	(o) ~~Article 32 on trade of used, remanufactured or refurbished parts and components; [...]~~	
Article 2(3), point (p)				
141	(p) Article 33 on reuse, remanufacturing and refurbishment of parts and components;	(p) Article 33 on reuse, remanufacturing and refurbishment of parts and components;	(p) ~~Article 33 on reuse, remanufacturing and refurbishment of parts and components; [...]~~	
Article 2(3), point (q)				
142	(q) Article 34 on reuse, recycling and recovery targets;	(q) Article 34 on reuse, recycling and recovery targets;	(q) Article 34 on reuse, recycling and recovery targets;	
Article 2(3), point (r)				
143	(r) Article 35 on ban on landfilling of non-inert waste;	(r) Article 35 on ban on landfilling of non-inert waste;	(r) ~~Article 35 on ban on landfilling of non-inert waste; [...]~~	
Article 2(3), point (s)				
144	(s) Article 36 on shipments of end-of-life vehicles.	(s) Article 36 on shipments of end-of-life vehicles.	(s) Article 36, paragraph 2 on shipments of end-of-life vehicles.	
Article 2(4)				
145	4. Notwithstanding paragraph 1, point (c), the following provisions shall not	4. Notwithstanding paragraph 1, point (c), the following provisions shall not	4. Notwithstanding paragraph 1, point (c), the following provisions shall not	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	apply to vehicles and end-of-life vehicles of categories L _{3e} , L _{4e} , L _{5e} , L _{6e} and L _{7e} :	apply to vehicles and end-of-life vehicles of <u>L</u> categories ~~L_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}~~ :	apply to vehicles and end-of-life vehicles of categories L _{1e} , L _{2e} , L _{3e} , L _{4e} , L _{5e} , L _{6e} and L _{7e} :	
Article 2(4), point (a)				
146	(a) Articles listed in paragraph 3;	<i>deleted</i>	(a) Articles listed in paragraph 3;	
Article 2(4), point (aa)				
146a		<u>(aa) Article 4 on reusability, recyclability and recoverability of vehicles;</u>		
Article 2(4), point (a1)				
146b			(a1) Article 37a on competent authority;	
Article 2(4), point (ab)				
146c		<u>(ab) Article 5 on requirements for substances in vehicles;</u>		
Article 2(4), point (ac)				
146d		<u>(ac) Article 6 on minimum recycled content in vehicles;</u>		
Article 2(4), point (ad)				
146e		<u>(ad) Article 9 on circularity strategy;</u>		
Article 2(4), point (ae)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
146f		<u>(ae) Article 10 on declaration on recycled content present in vehicles;</u>		
Article 2(4), point (af)				
146g		<u>(af) Article 13 on circularity vehicle passport;</u>		
Article 2(4), point (ag)				
146h		<u>(ag) Article 21 on fee modulation;</u>		
Article 2(4), point (ah)				
146i		<u>(ah) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;</u>		
Article 2(4), point (ai)				
146j		<u>(ai) Article 28 on general requirements for shredding;</u>		
Article 2(4), point (aj)				
146k		<u>(aj) Article 34 on reuse, recycling and recovery targets;</u>		
Article 2(4), point (ak)				
146l		<u>(ak) Article 35 on ban on landfilling of non-inert waste;</u>		
Article 2(4), point (al)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
146m		<u>(al) Article 36 on shipments of end-of-life vehicles;</u>		
Article 2(4), point (b)				
147	(b) Article 38 on controls and requirements on the export of used vehicles;	(b) Article 38 on controls and requirements on the export of used vehicles;	(b) Article 38 on controls and requirements on the export of used vehicles;	
Article 2(4), point (c)				
148	(c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status;	(c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status;	(c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status;	
Article 2(4), point (d)				
149	(d) Article 40 on risk management and customs controls;	(d) Article 40 on risk management and customs controls;	(d) Article 40 on risk management and customs controls;	
Article 2(4), point (e)				
150	(e) Article 41 on suspension;	(e) Article 41 on suspension;	(e) Article 41 on suspension;	
Article 2(4), point (f)				
151	(f) Article 42 on release for export;	(f) Article 42 on release for export;	(f) Article 42 on release for export;	
Article 2(4), point (g)				
152	(g) Article 43 on refusal to release for export;	(g) Article 43 on refusal to release for export;	(g) Article 43 on refusal to release for export;	
Article 2(4), point (h)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G	153	(h) Article 44 on cooperation among authorities and exchange of information;	(h) Article 44 on cooperation among authorities and exchange of information;	(h) Article 44 on cooperation among authorities and exchange of information;	G
Article 2(4), point (i)					
G	154	(i) Article 45 on electronic systems.	(i) Article 45 on electronic systems.	(i) Article 45 on electronic systems-;	G
Article 2(4), point (j)					
Y	154a			(j) Member States may exempt L1e, L2e and L6e categories from the obligations under Article 23(5), Article 25 and Article 37.	Y
Article 2(5)					
	155	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 <u>all</u> special purpose vehicles <u>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:</u>	5. ~~Notwithstanding paragraph 2, point (a), the following provisions shall apply to special purpose vehicles:[...]~~	
Article 2(5), point (a)					
	156	(a) Article 5 on requirements for substances in vehicles;	(a) Article 5 on requirements for substances in vehicles;	(a) ~~Article 5 on requirements for substances in vehicles:[...]~~	
Article 2(5), point (b)					
	157	(b) Article 16 on extended producer responsibility;	(b) Article 16 on extended producer responsibility;	(b) ~~Article 16 on extended producer responsibility:[...]~~	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 2(5), point (c)				
158	(c) Article 20 on financial responsibility of producers;	(c) Article 20 on financial responsibility of producers;	(c) ~~Article 20 on financial responsibility of producers; [...]~~	
Article 2(5), point (d)				
159	(d) Article 23 on collection of end-of-life vehicles;	(d) Article 23 on collection of end-of-life vehicles;	(d) ~~Article 23 on collection of end-of-life vehicles; [...]~~	
Article 2(5), point (e)				
160	(e) Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities;	(e) Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities;	(e) ~~Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities; [...]~~	
Article 2(5), point (f)				
161	(f) Article 25 on certificate of destruction;	(f) Article 25 on certificate of destruction;	(f) ~~Article 25 on certificate of destruction; [...]~~	
Article 2(5), point (g)				
162	(g) Article 26 on obligations for the vehicle owner;	(g) Article 26 on obligations for the vehicle owner;	(g) ~~Article 26 on obligations for the vehicle owner; [...]~~	
Article 2(5), point (h)				
163	(h) Article 29 on depollution;	(h) Article 29 on depollution;	(h) ~~Article 29 on depollution; [...]~~	
Article 2(5), point (i)				
164	(i) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding.	(i) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding.	(i) ~~Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding; [...]~~	
Article 2(6)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
165	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 ₃ , L ₄ , L ₅ , L ₆ L ₇ , M ₂ , M ₃ , N ₂ , N ₃ 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 ~~L₃~~ , ~~L₄~~ , ~~L₅~~ , ~~L₆~~ , ~~L₇~~ , M ₂ , M ₃ , N ₂ , N ₃ and O with the following modifications:	6. Notwithstanding paragraph 1, points ~~(b) and (c)~~ , ~~/.../ c/.../~~ , ~~(/.../ d)~~ , and (e) Articles 7, 8, 9, 16, /.../ , ~~/.../ 27, 30, 16, 19,~~ 20, 27 and 46 to 49, shall apply to vehicles and end-of-life vehicles of categories L_{1e}, L_{2e}, L₃, L₄, L₅, L₆ L₇, M₂, M₃, N₂, N₃ and O₃, O and ~~/.../ M₂, M₃, N₂, and N₃~~ categories of special purpose vehicles with the following modifications:	
Article 2(6), point (a)				
166	(a) the extended producer responsibility, referred to in Article 16, shall include the obligation of producers of such vehicles to ensure that vehicles, that they have made available on the market for the first time within the territory of a Member State and that become end-of-life vehicles, are:	(a) the extended producer responsibility, referred to in Article 16, shall include the obligation of producers of such vehicles to ensure that vehicles, that they have made available on the market for the first time within the territory of a Member State and that become end-of-life vehicles, are:	(a) ~~the extended producer responsibility, referred to in Article 16, shall include the obligation of producers of such vehicles to ensure that vehicles, that they have made available on the market for the first time within the territory of a Member State and that become end-of-life vehicles, are:/.../~~	
Article 2(6), point (a)				
166a			(a) Article 7 shall only apply with respect to entries 1a, 2, 3, 5, 8 and 9 of Part C of Annex VII;	
Article 2(6), point (a)(i)				
167	(i) collected, in accordance with Article 23;	(i) collected, in accordance with Article 23;	(i) ~~collected, in accordance with Article 23;/.../~~	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 2(6), point (a)(ii)				
168	(ii) depolluted, in accordance with Article 29;	(ii) depolluted, in accordance with Article 29;	(ii) depolluted, in accordance with Article 29; [...]	
Article 2(6), point (b)				
169	(b) the authorisation, referred to in Article 19, shall be granted upon demonstration that the applicant meets the criteria laid down in Article 19(2) with respect to the collection and depollution of vehicles;	(b) the authorisation, referred to in Article 19, shall be granted upon demonstration that the applicant meets the criteria laid down in Article 19(2) with respect to the collection and depollution of vehicles;	(b) the authorisation, referred to in Article 19, shall be granted upon demonstration that the applicant meets the criteria laid down in Article 19(2) with respect to the collection and depollution of vehicles; [...]	
Article 2(6), point (b)				
169a			(b) Article 8 shall only apply with respect to the obligations applicable for such vehicle categories;	
Article 2(6), point (c)				
170	(c) the financial contributions to be paid by producers in accordance with Article 20(1), point (a), shall cover the costs of collection and depollution of vehicles of such categories, which 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,	(c) the financial contributions to be paid by producers in accordance with Article 20(1), point (a), shall cover the costs of collection and depollution of vehicles of such categories, which 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,	(c) the financial contributions to be paid by producers in accordance with Article 20(1), point (a), shall cover the costs of collection and depollution of vehicles of such categories, which 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	or of secondary raw materials recycled from end-of-life vehicles;	or of secondary raw materials recycled from end-of-life vehicles;	~~recycled from end-of-life vehicles; [...]~~	
Article 2(6), point (c)				
170a			(c) Article 9, if applicable for such vehicle categories shall only apply with respect to paragraphs 5 to 7, Part A of Annex IV;	
Article 2(6), point (d)				
171	(d) Article 27 shall apply except for paragraph 3, points (c) and (d);	(d) Article 27 shall apply except for paragraph 3, points (c) and (d);	~~(d) Article 27 shall apply except for paragraph 3, points (c) and (d); [...]~~	
Article 2(6), point (d)				
171a			(d) Article 16 point b) shall not apply;	
Article 2(6), point (e)				
172	(e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories.	(e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories.	~~(e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories; [...]~~	
Article 2(5a), second subparagraph				
172a		<u>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:</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>(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;</u> <u>(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.</u>		
Article 2(6), point (e)				
172b			(e) Article 27 shall apply except for paragraph 2, point (e);	
Article 2(6), point (f)				
172c			(f) Article 30 shall only apply with respect of entries 1a, 1b, 2, 3, 5, 8 and 9 Part C of Annex VII;	
Article 2(6), point (g)				
172d			(g) Articles 46 to 49 shall apply only with respect to reporting and enforcement of obligations applicable for such vehicle categories.	
Article 3				
173	Article 3 Definitions	Article 3 Definitions	Article 3 Definitions	Article 3 Definitions Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 3(1)				
G 174	1. For the purposes of this Regulation, the following definitions shall apply:	1. For the purposes of this Regulation, the following definitions shall apply:	1. For the purposes of this Regulation, the following definitions shall apply:	1. For the purposes of this Regulation, the following definitions shall apply: Text Origin: Commission Proposal
Article 3(1), point (1)				
G 175	(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;	(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;	(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;	(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; Text Origin: EP Mandate
Article 3(1), point (2)				
R 176	(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;	(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~~ <u>point 1</u> of Annex I <u>to this Regulation</u> ;	(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 or [...] which is waste~~ according to ~~criteria Part A, points 1 and 2 of [...]~~ Annex I;	
Article 3(1), point (3)				
G 177	(3) 'vehicle type' means any type of vehicle as defined in Article 3, point (32), of Regulation (EU) 2018/858 or vehicle type as	(3) 'vehicle type' means any type of vehicle as defined in Article 3, point (32), of Regulation (EU) 2018/858 or vehicle type as	(3) 'vehicle type' means any type of vehicle as defined in Article 3, point (32), of Regulation (EU) 2018/858 or vehicle type as	(3) 'vehicle type' means any type of vehicle as defined in Article 3, point (32), of Regulation (EU) 2018/858 or vehicle type as

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	defined in Article 3, point (73), of Regulation (EU) No 168/2013;	defined in Article 3, point (73), of Regulation (EU) No 168/2013;	defined in Article 3, point (73), of Regulation (EU) No 168/2013;	defined in Article 3, point (73), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 3(1), point (4)				
178	(4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle;	(4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle;	(4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle;	(4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle; Text Origin: Commission Proposal
Article 3(1), point (5)				
179	(5) 'reuse' means any operation by which parts or components of end-of life vehicles are used for the same purpose for which they were conceived;	(5) 'reuse' means any operation by which parts or components of end-of life vehicles are used for the same purpose for which they were conceived;	(5) 'reuse' means any operation by which parts or components of ~~end-of-life~~ end-of-life vehicles are used again for the same purpose for which they were conceived;	
Article 3(1), point (6)				
180	(6) 'recyclability' means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle;	(6) 'recyclability' means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle;	(6) 'recyclability' means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle;	(6) 'recyclability' means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle; Text Origin: Commission Proposal
Article 3(1), point (7)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
181	(7) 'recoverability' means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle;	(7) 'recoverability' means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle;	(7) 'recoverability' means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle;	(7) 'recoverability' means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle; Text Origin: Commission Proposal
Article 3(1), point (7a)				
181a		<i><u>(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;</u></i>		
Article 3(1), point (8)				
182	(8) 'supplier' means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles;	(8) 'supplier' means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles;	(8) 'supplier' means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles;	(8) 'supplier' means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles; Text Origin: Commission Proposal
Article 3(1), point (9)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
183	(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;	(9) 'plastic' means a polymer within the meaning of Article 3, ~~point (5), of~~ <u>points (2) and (3), of Commission Regulation (EC) No 1907/2006</u> <u>No 10/2011^{1a}</u> , to which additives or other substances may have been added, <u>capable of functioning as a main structural component of final materials and articles</u> ; <u>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).</u>	(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 and which can function as a main structural component of final products, with the exception of natural polymers that have not been chemically modified ;	
Article 3(1), point (9a)				
183a		<u>(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</u> ;		
Article 3(1), point (10)				
184	(10) 'critical raw materials' means critical raw materials as defined in Article 2, point (2), of Regulation (EU) [Critical Raw Materials Act];	(10) 'critical raw materials' means critical raw materials as defined in Article 2, point (2), of Regulation (EU) [Critical Raw Materials Act];	(10) 'critical raw materials' means critical raw materials as ~~defined in~~ within the meaning of paragraph 1 of Article 2, point (2), 4 of Regulation (EU) [Critical Raw Materials Act]...] 2024/1252;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 3(1), point (10a)				
184a		<i><u>(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;</u></i>		
Article 3(1), point (11)				
185	(11) ‘post-consumer waste’ means waste that is generated from products after they have been placed on the market;	(11) ‘post-consumer waste’ means waste that is generated from products after they have been placed on the market;	(11) ‘post-consumer waste’ means waste that is generated from products after they[...] that have been placed on the market or supplied for distribution, consumption or use in a third country in the course of a commercial activity, whether in return for payment or free of charge;	
Article 3(1), point (11a)				
185a		<i><u>(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</u></i>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>products containing plastics after they have been placed on the market;</u>		
Article 3(1), point (12)				
186	(12) ‘removal’ means manual, mechanical, chemical, thermal or metallurgic handling with the result that the targeted parts, components or materials from end-of-life vehicles are individually identifiable as a separate output stream or part of an output stream;	(12) ‘removal’ means manual, mechanical, chemical, thermal or metallurgic handling with the result that the targeted parts, components or materials from end-of-life vehicles are individually identifiable as a separate output stream or part of an output stream;	(12) ‘removal’ means manual, mechanical, chemical, thermal or metallurgic handling with the result that the targeted parts, components or materials from end-of-life vehicles are individually identifiable as a separate output stream or part of an output stream;	(12) ‘removal’ means manual, mechanical, chemical, thermal or metallurgic handling with the result that the targeted parts, components or materials from end-of-life vehicles are individually identifiable as a separate output stream or part of an output stream; Text Origin: Commission Proposal
Article 3(1), point (13)				
187	(13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle;	(13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle;	(13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle;	(13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle; Text Origin: Commission Proposal
Article 3(1), point (14)				
188	(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/ [Batteries and waste batteries]~~ <u>2023/1542</u> ;	(14) ‘electric vehicle battery’ means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) ~~2023/ [Batteries and waste batteries]~~ <u>2023/1542</u> [Batteries and waste batteries...];	(14) ‘electric vehicle battery’ means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) ~~2023/ [Batteries and waste batteries]~~ <u>2023/1542</u> ;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: EP Mandate
Article 3(1), point (14a)				
188a		<u>(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;</u>		
Article 3(1), point (15)				
189	(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;	(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 <u>either individually or in cooperation with other treatment facilities</u> collection, <u>storage</u> and treatment of end-of-life vehicles <u>or their parts and components</u> ;	(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, storage and treatment of end-of-life vehicles;	
Article 3(1), point (16)				
190	(16) ‘treatment’ means any activity after the end-of-life vehicle has been handed over to a facility for depollution, dismantling, compacting, shearing, shredding, recovery or preparation for disposal of the shredder waste, and any other operation carried out for the recovery or disposal of the end-of-life vehicle and its parts, components and materials;	(16) ‘treatment’ means any activity after the end-of-life vehicle has been handed over to a facility for depollution, dismantling, compacting, shearing, shredding, recovery or preparation for disposal of the shredder waste, and any other operation carried out for the recovery or disposal of the end-of-life vehicle and its parts, components and materials;	(16) ‘treatment’ means any activity after the end-of-life vehicle has been handed over to a facility for depollution, dismantling, compacting, shearing, shredding, recovery or preparation ~~for~~ [...] prior to disposal of the shredder waste, and any other operation carried out for the recovery or disposal of the end-of-	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			life vehicle and its parts, components and materials;	
Article 3(1), point (17)				
191	(17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles;	(17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles;	(17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles;	(17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles; Text Origin: Commission Proposal
Article 3(1), point (18)				
192	(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;	(18) 'repair and maintenance operator' means ~~any~~ natural or legal person, who, ~~related to that person's trade, business, craft or profession, provides~~ <u>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</u>	(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;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>repairers, dealers and distributors within the distribution system of a given vehicle manufacturer to the extent that they provide repair and/or maintenance services; whether independently from or authorised by manufacturers for vehicles in respect of which they are not members of the vehicle manufacturer's distribution system;</u>		
Article 3(1), point (19)				
193	(19) 'placing on the market' means making available a vehicle for the first time in the Union;	(19) 'placing on the market' means making available a vehicle for the first time in the Union;	(19) 'placing on the market' means making available a vehicle for the first time in the Union;	(19) 'placing on the market' means making available a vehicle for the first time in the Union; Text Origin: Commission Proposal
Article 3(1), point (20)				
194	(20) 'making available on the market' means any supply of a vehicle for distribution or use on the market in the course of a commercial activity, whether in return for payment or free of charge;	(20) 'making available on the market' means any supply of a vehicle for distribution or use on the market in the course of a commercial activity, whether in return for payment or free of charge;	(20) 'making available on the market' means any supply of a vehicle for distribution or use on the market in the course of a commercial activity, whether in return for payment or free of charge;	(20) 'making available on the market' means any supply of a vehicle for distribution or use on the market in the course of a commercial activity, whether in return for payment or free of charge; Text Origin: Commission Proposal
Article 3(1), point (21)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
195	(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;	(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 <u>or their parts and components</u> ;	(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;	
Article 3(1), point (22)				
196	(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;	(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; <u>for multistage vehicles, the producer is the manufacturer of the base vehicle</u> ;	(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;	
Article 3(1), point (23)				
197	(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;	(23) ‘producer responsibility organisation’ means a <u>non-profit</u> legal entity that financially or financially and operationally organises the fulfilment of extended producer responsibility obligations on behalf of several producers;	(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;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 3(1), point (24)				
198	(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;	(24) ‘ ~~appointed~~ <u>authorised</u> 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;	(24) ‘ ~~appointed/...~~ 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;	
Article 3(1), point (25)				
199	(25) ‘secondary raw materials’ means materials that have been obtained through recycling processes and can substitute primary raw materials;	(25) ‘secondary raw materials’ means materials that have been obtained through recycling processes and can substitute primary raw materials;	(25) ‘secondary raw materials’ means materials that have been obtained through recycling processes and can substitute primary raw materials;	(25) ‘secondary raw materials’ means materials that have been obtained through recycling processes and can substitute primary raw materials; Text Origin: Commission Proposal
Article 3(1), point (26)				
200	(26) ‘vehicle owner’ means any natural or legal person holding the ownership right of a vehicle and, if not specified otherwise, any	(26) ‘vehicle owner’ means any natural or legal person holding the ownership right of a vehicle and, if not specified otherwise, any	(26) ‘vehicle owner’ means any natural or legal person holding the ownership right of a vehicle and, if not specified otherwise,	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	holder of the registration certificate;	holder of the registration certificate;	~~any~~ [...] ~~or the~~ holder of the registration certificate[...] vehicle if the owner can not be identified;	
Article 3(1), point (27)				
201	(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;	(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 <u>and recycling</u> ;	(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 in accordance with Part G, point 2, of Annex VII ;	
Article 3(1), point (28)				
202	(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;	(28) ‘remanufacturing’ means ~~an~~ <u>a standardised and documented industrial</u> operation in which a new part or component is manufactured <u>to return to same-as-new, or better, condition</u> 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; <u>the process is in compliance with specific technical specifications, including engineering, quality and testing</u>	(28) ‘remanufacturing’ means ~~an operation in~~ [...] professional actions through 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 [...] and [...] through which at least one change is made ~~to the part or component that~~ [...] that substantially affects its [...] the safety, performance, purpose or type of the part or component ;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u><i>standards, and yields fully warranted products;</i></u>		
Article 3(1), point (29)				
203	(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;	(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~~ <i>its</i> 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;~~	(29) ‘refurbishment’ means actions carried out to prepare, clean, test, service and, where necessary, repair a part or component that is removed from vehicles ~~or end-of-life vehicles~~ [...] in order to restore ~~the~~ <i>its</i> 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~~ <i>the</i> placing of the part or component on the market;	
Article 3(1), point (30)				
204	(30) ‘packaging waste’ means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC ¹ [Article 3, point (20), of Regulation (EU) [Packaging and Packaging Waste Regulation]]; ¹ . European Parliament and Council Directive 94/62/EC of 20 December 1994	(30) ‘packaging waste’ means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC ¹ [Article 3, point (20), of Regulation (EU) [Packaging and Packaging Waste Regulation]]; ¹ . European Parliament and Council Directive 94/62/EC of 20 December 1994	(30) ~~‘packaging waste’ means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC¹ [Article 3, point (20), of Regulation (EU) [Packaging and Packaging Waste Regulation]];~~ <i>[...]/[...]</i> ¹ . ~~European Parliament and Council Directive 94/62/EC of 20 December 1994~~	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	on packaging and packaging waste (OJ L 365, 31.12.1994, p. 10).	on packaging and packaging waste (OJ L 365, 31.12.1994, p. 10).	on packaging and packaging waste (OJ L 365, 31.12.1994, p. 10) [1] [...]	
Article 3(1), point (31)				
205	(31) ‘waste electrical and electronic equipment’ means waste electrical and electronic equipment as defined in Article 3(1), point (e), of Directive 2012/19/EU of the European Parliament and of the Council¹; 1. Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE) (OJ L 197 24.7.2012, p. 38).	(31) ‘waste electrical and electronic equipment’ means waste electrical and electronic equipment as defined in Article 3(1), point (e), of Directive 2012/19/EU of the European Parliament and of the Council¹; 1. Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE) (OJ L 197 24.7.2012, p. 38).	(31) ‘waste electrical and electronic equipment’ means waste electrical and electronic equipment as defined in Article 3(1), point (e), of Directive 2012/19/EU of the European Parliament and of the Council¹; [...]/[...] 1. Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE) (OJ L 197 24.7.2012, p. 38); [1] [...]	
Article 3(1), point (32)				
206	(32) ‘non-inert waste’ means waste that does not meet the conditions of definition of ‘inert waste’ laid down in Article 2, point (e), of Council Directive 1999/31/EC¹; 1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19).	(32) ‘non-inert waste’ means waste that does not meet the conditions of definition of ‘inert waste’ laid down in Article 2, point (e), of Council Directive 1999/31/EC¹; 1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19).	(32) ‘non-inert waste’ means waste that does not meet the conditions of definition of ‘inert waste’ laid down in Article 2, point (e), of Council Directive 1999/31/EC¹; 1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19).	(32) ‘non-inert waste’ means waste that does not meet the conditions of definition of ‘inert waste’ laid down in Article 2, point (e), of Council Directive 1999/31/EC¹; 1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19). Text Origin: Commission Proposal
Article 3(1), point (33)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
207	(33) 'used vehicle' means a vehicle which has been registered in a Member State or any other country and is not an end-of-life vehicle;	(33) 'used vehicle' means a vehicle which has been registered in a Member State or any other country and is not an end-of-life vehicle;	(33) 'used vehicle' means a vehicle which has been registered in a Member State or any other country and is not an end-of-life vehicle;	(33) 'used vehicle' means a vehicle which has been registered in a Member State or any other country and is not an end-of-life vehicle; Text Origin: Commission Proposal
Article 3(1), point (34)				
208	(34) 'used vehicle to be exported' means a used vehicle that is to be placed under the customs procedure laid down in Article 269 of Regulation (EU) No 952/2013;	(34) 'used vehicle to be exported' means a used vehicle that is to be placed under the customs procedure laid down in Article 269 of Regulation (EU) No 952/2013;	(34) 'used vehicle to be exported' means a used vehicle that is to be placed under the customs procedure laid down in Article 269 of Regulation (EU) No 952/2013;	(34) 'used vehicle to be exported' means a used vehicle that is to be placed under the customs procedure laid down in Article 269 of Regulation (EU) No 952/2013; Text Origin: Commission Proposal
Article 3(1), point (35)				
209	(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.	(35) 'economic operators' means producers, collectors, <u>dismantlers, recyclers</u> , vehicle insurance companies, suppliers, repair and maintenance operators, <u>remanufacturers</u> , waste management operators and any other operators involved in design of vehicles, trade in used vehicles, or management of end-of-life vehicles: <u>and their parts, components, core product or part and materials</u> ;	(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~~ reuse, remanufacturing and refurbishment of parts and components from vehicles-;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 3(1), point (35a)				
209a		<u>(35a) 'remanufacturer' means a natural or legal person or legal entity that undertakes the remanufacturing process;</u>		
Article 3(1), point (36)				
209b			(36) 'roadworthy vehicle' means a vehicle that is roadworthy in accordance with Article 5(1), points (a) and (b), Article 5(4) and Article 8 of Directive 2014/45/EU;	
Article 3(1), point (35b)				
209c		<u>(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;</u>		
Article 3(1), point (37)				
209d			(37) 'economic total loss' means a loss or damage to the vehicle to the extent that the cost of repairing exceeds its market value or the value for which it was insured;	
Article 3(1), point (35c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
209e		<u>(35c) '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;</u>		
Article 3(1), point (38)				
209f			(38) 'technical total loss' means a severe damage or complete destruction of the vehicle to the extent that the vehicle cannot be repaired;	
Article 3(1), point (39)				
209g		<u>(a) '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;</u>	(39) 'collection point' means an economic operator other than an authorised treatment facility, which temporary stores end-of-life vehicles and prepares for transfer of the collected end-of-life vehicles to authorised	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			treatment facilities for treatment.	
Article 3(1), point (35d)				
209h		<u>(35d) ‘repairability’ means the possibility to repair parts or components diverted from a vehicle.</u>		
Article 3(1), point (40)				
209i			(40) ‘bio-based plastics’ means plastics made from biological resources, such as biomass feedstock, organic waste or by-products. Bio-based plastic can be both biodegradable or non-biodegradable;	
Article 3(2)				
210	2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply:	2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply:	2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply:	2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply: Text Origin: Commission Proposal
Article 3(2), point (a)				
211	(a) ‘waste’, ‘waste oils’, ‘waste holder’, ‘waste management’, ‘collection’, ‘prevention’, ‘recycling’,	(a) ‘waste’, ‘waste oils’, ‘waste holder’, ‘waste management’, ‘collection’, ‘prevention’, ‘recycling’,	(a) ‘waste’, ‘waste oils’, ‘waste holder’, ‘waste management’, ‘collection’, ‘prevention’, ‘recycling’,	(a) ‘waste’, ‘waste oils’, ‘waste holder’, ‘waste management’, ‘collection’, ‘prevention’, ‘recycling’,

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	'recovery', 'backfilling', 'disposal' and 'extended producer responsibility scheme' laid down in Article 3, points (1), (3), (6), (9), (10), (12), (15), (17), (17a), (19) and (21), of Directive 2008/98/EC;	'recovery', 'backfilling', 'disposal' and 'extended producer responsibility scheme' laid down in Article 3, points (1), (3), (6), (9), (10), (12), (15), (17), (17a), (19) and (21), of Directive 2008/98/EC;	'recovery', 'backfilling', 'disposal' and 'extended producer responsibility scheme' laid down in Article 3, points (1), (3), (6), (9), (10), (12), (15), (17), (17a), (19) and (21), of Directive 2008/98/EC;	'recovery', 'backfilling', 'disposal' and 'extended producer responsibility scheme' laid down in Article 3, points (1), (3), (6), (9), (10), (12), (15), (17), (17a), (19) and (21), of Directive 2008/98/EC; Text Origin: Commission Proposal
Article 3(2), point (b)				
212	(b) 'type-approval', 'multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in small series', 'special purpose vehicle', 'market surveillance authority', 'approval authority' 'manufacturer', 'importer' and 'distributor' laid down in Article 3, points (1), (8), (19), (21), (23), (24) (28), (30), (31), (35), (36), (40), (42) and (43), of Regulation (EU) 2018/858;	(b) 'type-approval', 'multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in small series', 'special purpose vehicle', 'market surveillance authority', 'approval authority' 'manufacturer', 'importer' and 'distributor' laid down in Article 3, points (1), (8), (19), (21), (23), (24) (28), (30), (31), (35), (36), (40), (42) and (43), of Regulation (EU) 2018/858;	(b) 'type-approval', 'multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in small series', 'special purpose vehicle', 'market surveillance authority', 'approval authority' 'manufacturer', 'importer' and 'distributor' laid down in Article 3, points (1), (8), (19), (21), (23), (24) (28), (30), (31), (35), (36), (40), (42) and (43), of Regulation (EU) 2018/858;	(b) 'type-approval', 'multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in small series', 'special purpose vehicle', 'market surveillance authority', 'approval authority' 'manufacturer', 'importer' and 'distributor' laid down in Article 3, points (1), (8), (19), (21), (23), (24) (28), (30), (31), (35), (36), (40), (42) and (43), of Regulation (EU) 2018/858; Text Origin: Commission Proposal
Article 3(2), point (c)				
213	(c) 'registration', 'registration certificate', 'suspension', 'holder of registration certificate' and 'cancellation of registration' laid	(c) 'registration', 'registration certificate', 'suspension', 'holder of registration certificate' and 'cancellation of registration' laid	(c) 'registration', 'registration certificate', 'suspension', 'holder of registration certificate' and 'cancellation of registration' laid	(c) 'registration', 'registration certificate', 'suspension', 'holder of registration certificate' and 'cancellation of registration' laid

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	down in Article 2, points (b), (c), (d), (e) and (f), of Directive 1999/37/EC;	down in Article 2, points (b), (c), (d), (e) and (f), of Directive 1999/37/EC;	down in Article 2, points (b), (c), (d), (e) and (f), of Directive 1999/37/EC;	down in Article 2, points (b), (c), (d), (e) and (f), of Directive 1999/37/EC; Text Origin: Commission Proposal
Article 3(2), point (d)				
214	(d) ‘vehicle of historical interest’, ‘roadworthiness test’ and ‘roadworthiness certificate’ laid down in Article 3, points (7), (9) and (12), of Directive 2014/45/EU;	(d) ‘vehicle of historical interest’, ‘roadworthiness test’ and ‘roadworthiness certificate’ laid down in Article 3, points (7), (9) and (12), of Directive 2014/45/EU;	(d) ‘vehicle of historical interest’, ‘roadworthiness test’ and ‘roadworthiness certificate’ laid down in Article 3, points (7), (9) and (12), of Directive 2014/45/EU;	(d) ‘vehicle of historical interest’, ‘roadworthiness test’ and ‘roadworthiness certificate’ laid down in Article 3, points (7), (9) and (12), of Directive 2014/45/EU; Text Origin: Commission Proposal
Article 3(2), point (e)				
215	(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 (28) and (30), of Regulation ~~[Ecodesign for sustainable products]~~ (EU) 2024/1781;	(e) ‘substance of concern’ and ‘data carrier’ laid down in Article 2, points (28) and (30), of Regulation [Ecodesign for sustainable products]-	
Article 3(2), point (f)				
215a			(f) ‘customs authorities’ laid down in Article 5, point (1), of Regulation (EU) No 952/2013;	
Article 3(2), point (g)				

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215b			(g) 'distance contract' laid down in Article 2, point (7), of Directive 2011/83/EU;	
Article 3(2), point (h)				
215c			(h) 'online platform' laid down in Article 3, point (i), of Regulation (EU) 2022/2065;	
Article 3(2), point (i)				
215d			(i) 'consumer' laid down in Article 2, point (2), of Directive (EU) 2019/771;	
Article 3(2), point (j)				
215e		<u>(ea) 'small-volume manufacturer' laid down in Article 3, point (48), of Regulation (EU) 2024/1257.</u>	(j) 'small-volume manufacturer' laid down in Article 3, point (48) of Regulation (EU) 2024/1257	<u>(ea) 'small-volume manufacturer' laid down in Article 3, point (48), of Regulation (EU) 2024/1257.</u> Text Origin: EP Mandate
CHAPTER II				
216	CHAPTER II CIRCULARITY REQUIREMENTS	CHAPTER II CIRCULARITY REQUIREMENTS	CHAPTER II CIRCULARITY REQUIREMENTS	CHAPTER II CIRCULARITY REQUIREMENTS Text Origin: Commission Proposal
Article 4				
217	Article 4 Reusability, recyclability and recoverability of vehicles	Article 4 Reusability, recyclability and recoverability of vehicles	Article 4 Reusability, recyclability and recoverability of vehicles	Article 4 Reusability, recyclability and recoverability of vehicles

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				Text Origin: Commission Proposal
Article 4(1)				
218	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 <u>new</u> 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 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 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: Text Origin: EP Mandate
Article 4(1), point (a)				
219	(a) reusable or recyclable to a minimum of 85 % by mass;	(a) reusable or recyclable to a minimum of 85 % by mass;	(a) reusable or recyclable to a minimum of 85 % by mass;	(a) reusable or recyclable to a minimum of 85 % by mass; Text Origin: Commission Proposal
Article 4(1), point (b)				
220	(b) reusable or recoverable to a minimum of 95 % by mass.	(b) reusable or recoverable to a minimum of 95 % by mass.	(b) reusable or recoverable to a minimum of 95 % by mass.	(b) reusable or recoverable to a minimum of 95 % by mass. Text Origin: Commission Proposal
Article 4(2)				
221	2. For each vehicle type referred to in paragraph 1,	2. For each vehicle type referred to in paragraph 1,	2. For each vehicle type referred to in paragraph 1,	2. For each vehicle type referred to in paragraph 1,

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	manufacturers shall take the following measures:	manufacturers shall take the following measures:	manufacturers shall take the following measures:	manufacturers shall take the following measures: Text Origin: Commission Proposal
	Article 4(2), point (a)			
G	222 (a) collect the necessary data through the full chain of supply, in particular the nature and the mass of all materials used in the construction of the vehicles, to ensure continued compliance with the requirements;	(a) collect the necessary data through the full chain of supply, in particular the nature and the mass of all materials used in the construction of the vehicles, to ensure continued compliance with the requirements;	(a) collect the necessary data through the full chain of supply, in particular the nature and the mass of all materials used in the construction of the vehicles, to ensure continued compliance with the requirements;	(a) collect the necessary data through the full chain of supply, in particular the nature and the mass of all materials used in the construction of the vehicles, to ensure continued compliance with the requirements; Text Origin: Commission Proposal
	Article 4(2), point (b)			
G	223 (b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e);	(b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e);	(b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e);	(b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e); Text Origin: Commission Proposal
	Article 4(2), point (c)			
Y	224 (c) verify the correctness and completeness of the information received from suppliers;	(c) ~~verify the correctness~~ and <u>check the</u> completeness of the information received from suppliers;	(c) verify the correctness and completeness of the information received from suppliers;	
	Article 4(2), point (d)			

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G 225	(d) the breakdown of the materials shall be managed and documented;	(d) the breakdown of the materials shall be managed and documented;	(d) the breakdown of the materials shall be managed and documented;	(d) the breakdown of the materials shall be managed and documented; Text Origin: Commission Proposal
Article 4(2), point (e)				
G 226	(e) calculate the reusability, recyclability and recoverability rates for the purposes of paragraph 1 in accordance with the methodology established by the Commission under paragraph 3 or, before such methodology has been adopted, in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II;	(e) calculate the reusability, recyclability and recoverability rates for the purposes of paragraph 1 in accordance with the methodology established by the Commission under paragraph 3 or, before such methodology has been adopted, in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II;	(e) calculate the reusability, recyclability and recoverability rates for the purposes of paragraph 1 in accordance with the methodology established by the Commission under paragraph 3 or, before such methodology has been adopted and entered into application , in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II;	(e) calculate the reusability, recyclability and recoverability rates for the purposes of paragraph 1 in accordance with the methodology established by the Commission under paragraph 3 or, before such methodology has been adopted <u>and entered into application</u> , in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II; Text Origin: Council Mandate
Article 4(2), point (f)				
G 227	(f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1);	(f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1);	(f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1);	(f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1); Text Origin: Commission Proposal
Article 4(2), point (g)				

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G	228	(g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles.	(g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles.	(g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles. Text Origin: Commission Proposal
	Article 4(2a), first subparagraph			
Y	228a	<u>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.</u>		
	Article 4(3), first subparagraph			
G	229	3. 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 <u>and ISO standard 22628:2002</u> .	3. 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	3. 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~~ <u>OP: please enter the date = the last day of the month following [...] 29 months after the date of entry into force of this Regulation</u>], adopt an implementing act establishing a new methodology for calculation and verification of the rates of reusability, recyclability and recoverability of a vehicle, taking

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			into account the elements set out in Annex II.	into account the elements set out in Annex II <u>and ISO standard 22628:2002</u> . Text Origin: Council Mandate
Article 4(3), second subparagraph				
230	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). Text Origin: Commission Proposal
Article 5				
231	Article 5 Requirements for substances in vehicles	Article 5 Requirements for substances in vehicles	Article 5 Requirements for substances in vehicles	Article 5 Requirements for substances in vehicles Text Origin: Commission Proposal
Article 5(1)				
232	1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible.	1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible <u>to the extent needed to prevent adverse effects on human health and the environment, throughout their life-cycle.</u>	1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible.	1. <u>1.</u> The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible. <u>1a. By [Insert a date not later than 18 months after entry into force of this Regulation], the Commission, shall prepare a</u>

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		<u>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.</u> <u>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.</u>		<u>report on the presence of substances of concern in vehicles, to determine the extent to which they negatively affect the re-use and recycling of materials or having an adverse effect on health or the environment. The Commission shall be assisted by the European Chemicals Agency on aspects of chemical safety . The report shall not cover substances of concern in vehicle parts and components for which an identification or assessment is already required by other Union legislation.</u> <u>The Commission shall submit the report to the European Parliament and to the Council, detailing its findings, and consider the appropriate follow-up measures.</u> <u>If a Member State considers that a substance negatively affects the re-use and recycling of materials in a vehicle in which it is present it shall, by [insert date], supply such information to the Commission and on aspects of chemical safety also to the European Chemicals Agency</u>

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				<u>and, where available, refer to the relevant risk assessments or other relevant data.</u> <u>1b. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by establishing information requirements and restrictions for the presence of substances of concern that negatively affect the re-use and recycling of materials in vehicles and in their parts and components for reasons not relating primarily to chemical safety .</u>
Article 5(2)				
233	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 [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	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 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	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], 2023/1542, this regulation specifies the regime for substances in vehicles./.../ Any vehicle type that is type-approved as of [OP: Please insert the date = the first day of the	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 [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

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	Regulation (EU) 2018/858 shall not contain lead, mercury, cadmium or hexavalent chromium.	Regulation], under Regulation (EU) 2018/858, <u>or any new parts or components placed on the market for such a vehicle</u> shall not contain lead, mercury, cadmium or hexavalent chromium.	month following 72 months after the date of entry into force of this Regulation. 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 put on the market for such a vehicle, shall not contain lead, mercury, cadmium or hexavalent chromium.	Regulation (EU) 2018/858, <u>or any new parts or components placed on the market for such a vehicle</u> shall not contain lead, mercury, cadmium or hexavalent chromium. Text Origin: EP Mandate
	Article 5(2a)			
G 233a			2a. By [Insert a date not later than 24 months after adoption of this Regulation], the Commission, shall prepare a report on the presence of substances of concern in vehicles, to determine the extent to which they negatively affect the re-use and recycling of materials or impact chemical safety. The Commission shall be assisted by the European Chemicals Agency on aspects of chemical safety. The report shall not cover substances of concern in vehicle parts and components for which an identification or	deleted Addressed in row 232

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			assessment is already required by other Union legislation. The Commission shall submit the report to the European Parliament and to the Council, detailing its findings, and consider the appropriate follow-up measures, including i) the establishment of restrictions on substances of concern that negatively affect the re-use and recycling of materials in the vehicles in which they are present, as a part of delegated acts set up in accordance with Article 5(2b); ii) the introduction of information requirements as a part of the digital circularity vehicle passport in accordance with Article 13; iii) the use of the procedures referred to in Article 68(1) and (2) of Regulation (EC) No 1907/2006 to adopt new restrictions. If a Member State considers that a substance negatively affects the re-use and recycling of materials in a vehicle in which it is present it shall, by [insert date], supply such information	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			to the Commission and on aspects of chemical safety also to the European Chemicals Agency and, where available, refer to the relevant risk assessments or other relevant data.	
Article 5(2b)				
233b			2b. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by establishing restrictions for the presence of substances of concern that negatively affect the re-use and recycling of materials in vehicles and in their parts and components, for reasons not relating primarily to chemical safety.	deleted Addressed in row 232
Article 5(3)				
234	3. By way of derogation from paragraph 2, vehicle types may contain lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values laid down in Annex III.	3. By way of derogation from paragraph 2, vehicle types may contain lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values laid down in Annex III.	3. By way of derogation from paragraph 2, vehicle types or parts and components put on the market for such vehicles may contain lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values—laid down in Annex III.	3. By way of derogation from paragraph 2, vehicle types <u>or parts and components placed on the market for such vehicles</u> may contain lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values—laid down in Annex III.

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			Paragraphs 2 and 3 shall not apply to batteries incorporated in vehicles to which Regulation (EU) 2023/1542 applies.	<u>Paragraphs 1a, 1b, 2 and 3 shall not apply to batteries incorporated in vehicles to which Regulation (EU) 2023/1542 applies.</u>
Article 5(4), first subparagraph				
235	4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III in order to adapt it to scientific and technical progress by:	4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III in order to adapt it to scientific and technical progress by:	4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III in order to adapt it to scientific and technical progress by:	4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III in order to adapt it to scientific and technical progress by: Text Origin: Commission Proposal
Article 5(4), first subparagraph, point (a)				
236	(a) establishing maximum concentration values up to which the presence of lead, mercury, cadmium or hexavalent chromium in specific parts, components and homogenous materials of vehicles is to be tolerated;	(a) establishing maximum concentration values up to which the presence of lead, mercury, cadmium or hexavalent chromium in specific parts, components and homogenous materials of vehicles is to be tolerated;	(a) establishing maximum concentration values up to which the presence of lead, mercury, cadmium or hexavalent chromium in specific parts, components and homogenous materials of vehicles is to be tolerated;	(a) establishing maximum concentration values up to which the presence of lead, mercury, cadmium or hexavalent chromium in specific parts, components and homogenous materials of vehicles is to be tolerated; Text Origin: Commission Proposal
Article 5(4), first subparagraph, point (b)				
237	(b) exempting certain parts, components and homogenous materials of vehicles from the prohibition on the presence of	(b) exempting certain parts, components and homogenous materials of vehicles from the prohibition on the presence of	(b) exempting certain parts, components and homogenous materials of vehicles from the prohibition on the presence of	(b) exempting certain parts, components and homogenous materials of vehicles from the prohibition on the presence of

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	lead, mercury, cadmium or hexavalent chromium set out in paragraph 2 where the following conditions are fulfilled:	lead, mercury, cadmium or hexavalent chromium set out in paragraph 2 where the following conditions are fulfilled:	lead, mercury, cadmium or hexavalent chromium set out in paragraph 2 where the following conditions are fulfilled:	lead, mercury, cadmium or hexavalent chromium set out in paragraph 2 where the following conditions are fulfilled: Text Origin: Commission Proposal
	Article 5(4), first subparagraph, point (b)(i)			
G 238	(i) the use of those substances is unavoidable;	(i) the use of those substances is unavoidable;	(i) the use of those substances is unavoidable;	(i) the use of those substances is unavoidable; Text Origin: Commission Proposal
	Article 5(4), first subparagraph, point (b)(ii)			
G 239	(ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances;	(ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances;	(ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances;	(ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances; Text Origin: Commission Proposal
	Article 5(4), first subparagraph, point (b)(iii)			
G 240	(iii) there are no suitable alternative substances or technologies.	(iii) there are no suitable alternative substances or technologies.	(iii) there are no suitable alternative substances or technologies.	(iii) there are no suitable alternative substances or technologies. Text Origin: Commission Proposal
	Article 5(4), first subparagraph, point (c)			

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241	(c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable;	(c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable;	(c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable;	(c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable; Text Origin: Commission Proposal
Article 5(4), first subparagraph, point (d)				
242	(d) designating those parts, components and homogenous materials of vehicles that shall be removed before further treatment and require them to be labelled or made identifiable by other appropriate means.	(d) designating those parts, components and homogenous materials of vehicles that shall be removed before further treatment and require them to be labelled or made identifiable by other appropriate means.	(d) designating those parts, components and homogenous materials of vehicles that shall be removed before further treatment and require– them to be labelled or made identifiable by other appropriate means.	(d) designating those parts, components and homogenous materials of vehicles that shall be removed before further treatment and require them to be labelled or made identifiable by other appropriate means. Text Origin: Commission Proposal
Article 5(4), second subparagraph				
243	The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III, in particular by removing certain exemptions for homogenous materials and components from the list, in case the specific exemption is addressed under other Union legislation.	The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III, in particular by removing certain exemptions for homogenous materials and components from the list, in case the specific exemption is addressed under other Union legislation.	The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III, in particular by removing certain exemptions for homogenous materials and components from the list, in case the specific exemption is addressed under other Union legislation.	The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III, in particular by removing certain exemptions for homogenous materials and components from the list, in case the specific exemption is addressed under other Union legislation.

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			The Commission, when adopting a delegated act pursuant to this paragraph, shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction on the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.	<u>The Commission, when adopting a delegated act pursuant to this paragraph, shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction on the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.</u>
Article 5(5)				
244	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.	5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the 'Agency') shall prepare a report, <u>based on consultation with stakeholders and industry experts</u> , 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.	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.	5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the 'Agency') shall prepare a report, <u>based i.a. on consultation with stakeholders</u> , 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.
Article 5(6)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
245	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.	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~~ ¹² weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from the interested parties.	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 Member States and 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 Member States and the interested parties.	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 <u>Member States and</u> all interested parties to submit comments within ~~eight~~ ^{twelve} weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from <u>Member States and</u> the interested parties.
Article 5(7)				
246	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.	7. At the latest ~~nine~~ 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.	7. At the latest nine months following the submission of the report referred to in paragraph ~~4/...~~ ⁵ 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.	7. At the latest ~~nine~~ ¹² months following the submission of the report referred to in paragraph ~~4~~ ⁵ 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.
Article 5(8)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	247	8. The Commission shall adopt the delegated acts referred to in paragraph 4 and shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction in the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.	8. ~~The Commission shall adopt the delegated acts referred to in paragraph 4 and shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction in the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.[...]~~	8. ~~The Commission shall adopt the delegated acts referred to in paragraph 4 and shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction in the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.~~
Article 6				
G	248	Article 6 Minimum recycled content in vehicles	Article 6 Minimum recycled content in vehicles	Article 6 Minimum recycled content in vehicles Text Origin: Commission Proposal
Article 6(1), first subparagraph				
R	249	1. The plastic contained in each <u>new</u> 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	1. The plastic contained in each <u>new</u> 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 %~~ <u>20 percent</u> of	1. 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~~ <u>15</u> % of plastic

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	recycled by weight from post-consumer plastic waste.	plastic recycled by weight from post-consumer plastic waste <u>streams attributed via a chain of custody in accordance with standard ISO 22095:2020.</u>	recycled by weight from post-consumer plastic waste.	
	Article 6(1), first subparagraph a			
R	249a	<u>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.</u>		R
	Article 6(1), first subparagraph b			
R	249b	<u>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.</u>		R
	Article 6(1a)			
R	249c	<u>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</u>		R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>of paragraph 1, unless the lack of availability or excessive prices of specific recycled plastics makes compliance with that target excessively difficult.</u>		
	Article 6(1b)			
R	249d	<u>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.</u>		R
	Article 6(1c), first subparagraph			
R	249e	<u>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.</u>		R
	Article 6(1), second subparagraph			
R	250	deleted	At least 25 % of the target set out in the first subparagraph shall be achieved by including in the vehicle type concerned plastics recycled from end-of-life vehicles or from waste as referred to in Article 23(2)(c) of this Regulation.	R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			The weight of the plastic contained in each in the vehicle type concerned and the weight of recycled plastic referred to in the first subparagraph shall exclude elastomers, thermosets other than polyurethane foams used for cushioning and plastics that contain or are contaminated by any substance regulated by Article 7 of Regulation (EU) 2019/1021 when the thresholds of Annex IV of that Regulation are exceeded.	
	Article 6(1), second subparagraph a			
R 250a			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 96 months after the date of entry into force of the Regulation] under Regulation (EU) 2018/858 shall contain a minimum of 20% of plastic recycled by weight from post-consumer plastic waste. At least 25% of the target set out in the first subparagraph shall be achieved by including in the vehicle type concerned plastics	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			recycled from end-of-life vehicles or from waste as referred to in Article 23(2)(c) of this Regulation.	
Article 6(1), second subparagraph b				
R 250b			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 120 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. At least 25% of the target set out in the first subparagraph shall be achieved by including in the vehicle type concerned plastics recycled from end-of-life vehicles or from waste as referred to in Article 23(2)(c) of this Regulation.	
Article 6(1), second subparagraph c				
R 250c			For the purpose of this Article, recycled content shall be recovered from post-consumer	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			waste, which has been recycled either in: (a) An installation located in the Union, which meets the requirements for the protection of human health, climate and environment under Union law; or (b) an installation located in a third country; from [48 months after the date of entry into force of this Regulation] such an installation must meet the requirements for the protection of human health, climate and environment equivalent to those set out under Union law; by [24 months after the date of entry into force of this Regulation], the Commission shall more comprehensively assess the expected impact on global trade, as well as on the EU recycling and automotive industries and report its assessment to the Council and the European Parliament.	
Article 6(2)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
251	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 <u>...</u> [OP: Please insert the date = the last day of the month following ~~23~~<u>15</u> months after the date of entry into force of this Regulation], the Commission shall adopt ~~an implementing~~<u>a delegated</u> act in accordance with Article ~~51(2)~~<u>50</u> 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 <u>pre-consumer and</u> post-consumer waste, and from end-of-life vehicles respectively, ~~present in and incorporated into~~<u>to manufacture</u> the vehicle type <u>which takes into account the best available recycling technology</u>.	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[...]~~ establish[...] the methodology for the calculation and verification, for the purposes of paragraph 1, 1a, 1b and 1c 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. The verification methodology shall include an obligation for manufacturers to ensure that each installation producing recycled content material that they are using is being audited at least every 5 years by an independent third-party entity. These audits shall verify that the conditions set out in paragraph 1, 1a, 1b and 1c are met, and, in that respect, comply with the requirements and criteria set out in Annex XIII. For material recycled in	

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						third countries, this audit requirement and the requirements and criteria set out in Annex XIII shall apply from [48 months after the date of entry into force of this Regulation]. As part of their general obligations under Article 8(2), manufacturers must have available, keep and forward to the competent type approval authorities documentation, including audit reports, attesting the compliance of the installations with these conditions, requirements and criteria.		
		Article 6(2b)						
R		251a				2b. Where the lack of availability or excessive prices of specific recycled plastics make compliance with the minimum percentages of recycled content set out in paragraph 1, 1a, 1b and 1c of this Article excessively difficult, the Commission shall be empowered to adopt a delegated act in accordance with Article 50 to supplement those paragraphs by laying down		R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			temporary derogations to the recycled plastic content targets.	
Article 6(3), first subparagraph				
R 252	3. 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.	3. <u>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]</u> the Commission ~~is empowered to~~ <u>shall</u> adopt <u>a</u> delegated ~~acts~~ <u>act</u>, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of steel recycled from ~~post-consumer steel waste~~ <u>ferrous scrap and a minimum share of recycled aluminium and its alloys</u> to be present and incorporated into vehicle types to be type-approved in accordance with this Regulation and Regulation (EU) 2018/858. <u>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.</u>	3. 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.	
Article 6(3), second subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R 253	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:	The minimum share of recycled steel <u>and aluminium and its alloys</u> 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~~ <u>12</u> months after the date of entry into force of this Regulation], looking in particular at the following aspects:	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~~ 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:	
Article 6(3), second subparagraph, point (a)				
R 254	(a) the current and forecasted availability of steel recycled from post-consumer sources of steel waste;	(a) the current and forecasted availability of ~~steel recycled from post-consumer sources of~~ <u>ferrous scrap considering flat and long carbon</u> steel ~~waste~~ <u>and stainless-steel product families</u> ;	(a) the current and forecasted availability of steel recycled from post-consumer sources of steel waste;	
Article 6(3), second subparagraph, point (b)				
R 255	(b) the current share of post-consumer waste in various steel semi-products and intermediates used in vehicles;	(b) the current share of ~~post-consumer waste~~ <u>ferrous scrap</u> in various steel semi-products and intermediates <u>related to steel families</u> used in vehicles <u>and expected changes related to the</u>	(b) the current share of post-consumer waste in various steel semi-products and intermediates used in vehicles;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>transition of the automotive industry</u> ;		
	Article 6(3), second subparagraph, point (c)			
R 256	(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 ~~post-consumer recycled steel~~ <u>ferrous scrap</u> by manufacturers in vehicles to be type-approved in the future <u>considering the different compositional constraints applicable to each steel product family</u> ;	(c) the potential uptake of post-consumer recycled steel by manufacturers in vehicles to be type-approved in the future;	R
	Article 6(3), second subparagraph, point (d)			
R 257	(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 ~~post-consumer steel~~ <u>ferrous scrap</u> waste of other sectors <u>considering the ability to tolerate copper content, and other unintended tramp inclusions</u> ;	(d) the relative demand of the automotive sector in comparison to the demand for post-consumer steel waste of other sectors;	R
	Article 6(3), second subparagraph, point (e)			
R 258	(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 <u>as well as the existing contribution of pre-consumer scrap recycling</u> ;	(e) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning steel recycling rates;	R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
		Article 6(3), second subparagraph, point (f)						
R	259	(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;		(f) the contribution of a minimum share of recycled content of steel, <u>low CO₂ steel and aluminium and its alloys</u> in vehicles to the Union's open strategic autonomy, climate and environmental <u>and industrial</u> objectives, <u>in particular as regards the creation of lead markets</u> ;		(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;		R
		Article 6(3), second subparagraph, point (g)						
R	260	(g) the need to prevent disproportionate negative impacts on the affordability of vehicles; and		(g) the need to prevent disproportionate negative impacts on the affordability of vehicles; ~~and~~		(g) the need to prevent disproportionate negative impacts on the affordability of vehicles; and		R
		Article 6(3), second subparagraph, point (h)						
R	261	(h) the influence on the overall costs and competitiveness of the automotive sector.		(h) the influence on the overall costs and competitiveness of the automotive sector. ~~and the~~ <u>entire value chain</u> ;		(h) the influence on the overall costs and competitiveness of the automotive sector.		R
		Article 6(3), second subparagraph, point (ha)						
R	261a			<u>(ha) the current and forecasted availability of aluminium and its alloys recycled from pre-consumer and post-consumer waste</u> ;				R
		Article 6(3), second subparagraph, point (hb)						

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R 261b		<i><u>(hb) the current shares of recycled content from post-consumer waste in aluminium and its alloys in vehicles placed on the market; and</u></i>		
Article 6(3), second subparagraph, point (hc)				
R 261c		<i><u>(hc) possible impacts on the functioning of vehicles from incorporating recycled content of the aluminium and its alloys into vehicle parts and components;</u></i>		
Article 6(3), third subparagraph				
R 262	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.	<i><u>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 may shall adopt an implementing a delegated act establishing the methodology for the calculation and verification of the share recycled content of aluminium and its alloys and of steel recycled from post-consumer from ferrous scrap, and, where relevant, the share of low CO₂ steel waste present in and incorporated into vehicle types.</u></i>	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[...]	
Article 6(3), fourth subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R 263	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	Those ~~implementing~~ <u>delegated</u> acts shall be adopted in accordance with the examination procedure referred to in Article ~~51(2)~~ <u>50</u> .	Those implementing acts shall be ~~adopted in accordance with the examination procedure referred to in Article 51(2)[...]~~	R
Article 6(4), first subparagraph				
R 264	4. 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:	4. By [OP: Please insert the date = the last day of the month following ~~35~~ <u>36</u> months after the date of entry into force of this Regulation], the Commission shall ~~assess the feasibility of~~ <u>adopt a delegated act, in accordance with Article 50, to supplement this Regulation by</u> establishing a ~~requirement on the~~ minimum share of:	4. 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:	R
Article 6(4), first subparagraph, point (a)				
R 265	(a) aluminium and its alloys, magnesium and its alloys, recycled from post-consumer waste and incorporated into vehicle types; and	(a) ~~aluminium and its alloys,~~ magnesium and its alloys, recycled from <u>pre-consumer and</u> post-consumer waste and incorporated into vehicle types; and	(a) aluminium and its alloys, magnesium and its alloys, recycled from post-consumer waste and incorporated into vehicle types; and	R
Article 6(4), first subparagraph, point (b)				
R 266	(b) neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from post-consumer waste and incorporated into permanent magnets in e-drive motors.	(b) neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from <u>pre-consumer and</u> post-consumer waste and incorporated into permanent magnets in e-drive motors.	(b) neodymium, dysprosium, praseodymium, terbium, samarium, nickel, cobalt or boron recycled from post-consumer waste and incorporated into permanent magnets ~~in e-drive motors~~ .	R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 6(4), second subparagraph				
R 267	After finalisation of the assessment referred in the first subparagraph, the 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.	~~After finalisation of the assessment~~ <u>The delegated act</u> referred <u>to</u> in the first subparagraph, ~~the Commission is empowered to adopt delegated acts, in accordance with Article 50, to supplement this Regulation by establishing~~ <u>shall also set the date of application of the obligation to have</u> 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~~ <u>content</u> .	After finalisation of the assessment referred in the first subparagraph, the 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 nickel, cobalt 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.	
Article 6(4), third subparagraph				
R 268	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:	The minimum share of recycled content of the materials referred to in the ~~second~~ <u>first</u> subparagraph shall be based on the feasibility study ~~referred to in the first subparagraph,~~ <u>carried out by the Commission. The Commission shall finalise the study by JOP:</u>	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:	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<i>Please insert the date = the last day of the month following 24 months after the date of entry into force of this Regulation</i> , taking into account all of the following:		
	Article 6(4), third subparagraph, point (a)			
R	269 (a) the current and forecasted availability of the materials listed in the second subparagraph recycled from post-consumer waste;	(a) the current and forecasted availability of the materials listed in the second subparagraph recycled from <i>pre-consumer and</i> post-consumer waste;	(a) the current and forecasted availability of the materials listed in the second subparagraph recycled from post-consumer waste;	
	Article 6(4), third subparagraph, point (b)			
G	270 (b) the current shares of recycled content from post-consumer waste in the materials listed in the second subparagraph in vehicles placed on the market;	(b) the current shares of recycled content from post-consumer waste in the materials listed in the second subparagraph in vehicles placed on the market;	(b) the current shares of recycled content from post-consumer waste in the materials listed in the second subparagraph in vehicles placed on the market;	(b) the current shares of recycled content from post-consumer waste in the materials listed in the second subparagraph in vehicles placed on the market; Text Origin: Commission Proposal
	Article 6(4), third subparagraph, point (c)			
G	271 (c) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning the type of materials recycled, and their recycling rates;	(c) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning the type of materials recycled, and their recycling rates;	(c) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning the type of materials recycled, and their recycling rates;	(c) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning the type of materials recycled, and their recycling rates;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
Article 6(4), third subparagraph, point (d)				
272	(d) the contribution of a minimum share in vehicles of recycled content of the materials listed in the second subparagraph to the Union's strategic autonomy and its climate and environmental objectives;	(d) the contribution of a minimum share in vehicles of recycled content of the materials listed in the second subparagraph to the Union's strategic autonomy and its climate and environmental objectives;	(d) the contribution of a minimum share in vehicles of recycled content of the materials listed in the second subparagraph to the Union's strategic autonomy and its climate and environmental objectives;	(d) the contribution of a minimum share in vehicles of recycled content of the materials listed in the second subparagraph to the Union's strategic autonomy and its climate and environmental objectives; Text Origin: Commission Proposal
Article 6(4), third subparagraph, point (e)				
273	(e) possible impacts on the functioning of vehicles from incorporating recycled content of the materials listed in the second subparagraph into vehicle parts and components;	(e) possible impacts on the functioning of vehicles from incorporating recycled content of the materials listed in the second subparagraph into vehicle parts and components;	(e) possible impacts on the functioning of vehicles from incorporating recycled content of the materials listed in the second subparagraph into vehicle parts and components;	(e) possible impacts on the functioning of vehicles from incorporating recycled content of the materials listed in the second subparagraph into vehicle parts and components; Text Origin: Commission Proposal
Article 6(4), third subparagraph, point (f)				
274	(f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph;	(f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph;	(f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph;	(f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph; Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 6(4), third subparagraph, point (g)				
G 275	(g) the influence on the overall costs and competitiveness of the automotive sector.	(g) the influence on the overall costs and competitiveness of the automotive sector.	(g) the influence on the overall costs and competitiveness of the automotive sector.	(g) the influence on the overall costs and competitiveness of the automotive sector. Text Origin: Commission Proposal
Article 6(4), fourth subparagraph				
R 276	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.	<u>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],</u> the Commission ~~may~~ <u>shall</u> adopt ~~an implementing a delegated~~ act establishing the methodology for the calculation and verification of the share of the materials <u>referred into this paragraph</u> recycled from <u>pre-consumer and</u> post-consumer waste in vehicle types.	5. By [...] 30 months from the entry into force of this Regulation, [...]the Commission ~~may~~ <u>[...] shall</u> adopt an implementing act establishing the methodology for the calculation and verification of the share of the materials referred to in paragraphs 3 and 4 recycled from post-consumer waste in vehicle types.	
Article 6(4), fifth subparagraph				
R 277	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	That ~~implementing~~ <u>delegated</u> act shall be adopted in accordance with the examination procedure referred to in Article ~~51(2)~~ <u>50</u> .	That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	
Article 7				
G 278	Article 7	Article 7	Article 7	Article 7

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Design to enable removal and replacement of certain parts and components in vehicles	Design to enable removal and replacement of certain parts and components in vehicles	Design to enable removal and replacement of certain parts and components in vehicles	Design to enable removal and replacement of certain parts and components in vehicles Text Origin: Commission Proposal
Article 7(1)				
279	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.	1. Each vehicle belonging to a <u>new</u> 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~~ <u>allows for the easy</u> 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 <u>with a view to replacement, reuse, recycling, remanufacturing or refurbishing where technically feasible</u> .	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.	1. Each vehicle belonging to a <u>new</u> 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~~ <u>allows for the easy</u> 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 <u>with a view to replacement, reuse, recycling, remanufacturing or refurbishing where technically feasible</u> . Text Origin: EP Mandate
Article 7(2)				
280	2. Each vehicle belonging to a vehicle type that is type-approved as of [OP: Please insert	2. Each vehicle belonging to a <u>new</u> vehicle type that is type-approved as of [OP: Please insert	2. Each vehicle belonging to a vehicle type that is type-approved as of [OP: Please insert	2. Each vehicle belonging to a <u>new</u> vehicle type that is type-approved as of [OP: Please insert

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	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, <u>including</u> 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 <u>their battery packs</u> <u>and</u> 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.	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.	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 <u>their battery packs</u> <u>and</u> 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. Text Origin: EP Mandate
Article 7(3)				
281	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend paragraph 2 by revising the list of parts and components that are to be designed for removal and replacement from vehicles, in order to include in that paragraph additional parts and components listed in Part C of Annex VII, taking into account technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend paragraph 2 by revising the list of parts and components that are to be designed for removal and replacement from vehicles, in order to include in that paragraph additional parts and components listed in Part C of Annex VII, taking into account technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend paragraph 2 by revising the list of parts and components that are to be designed for removal and replacement from vehicles, in order to include in that paragraph additional parts and components listed in Part C of Annex VII, taking into account technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend paragraph 2 by revising the list of parts and components that are to be designed for removal and replacement from vehicles, in order to include in that paragraph additional parts and components listed in Part C of Annex VII, taking into account technical and scientific progress.

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				Text Origin: Commission Proposal
Article 7(4), first subparagraph				
G	282 4. The Commission may adopt implementing acts laying down the conditions for the design for removal and replacement of parts and components referred to in paragraph 2 where necessary to ensure harmonised implementation of the obligation set out in paragraph 2.	4. The Commission may adopt implementing acts laying down the conditions for the design for removal and replacement of parts and components referred to in paragraph 2 where necessary to ensure harmonised implementation of the obligation set out in paragraph 2.	4. The Commission may adopt implementing acts laying down the conditions for the design for removal and replacement of parts and components referred to in paragraph 2 where necessary to ensure harmonised implementation of the obligation set out in paragraph 2.	4. The Commission may adopt implementing acts laying down the conditions for the design for removal and replacement of parts and components referred to in paragraph 2 where necessary to ensure harmonised implementation of the obligation set out in paragraph 2. Text Origin: Commission Proposal
Article 7(4), second subparagraph				
G	283 Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). Text Origin: Commission Proposal
Article 7(4a)				
Y	283a	<u>4a. Manufacturers shall not hinder the removal and replacement of vehicle parts and components using software updates. Manufacturers shall ensure access to necessary</u>		

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		<u>software documentation and diagnostic tools.</u>		
CHAPTER III				
284	CHAPTER III OBLIGATIONS OF MANUFACTURERS	CHAPTER III OBLIGATIONS OF MANUFACTURERS	CHAPTER III OBLIGATIONS OF MANUFACTURERS	CHAPTER III OBLIGATIONS OF MANUFACTURERS Text Origin: Commission Proposal
Article 8				
285	Article 8 General obligations	Article 8 General obligations	Article 8 General obligations	Article 8 General obligations Text Origin: Commission Proposal
Article 8(1)				
286	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.	1. Manufacturers shall demonstrate that new vehicles <u>types</u> that they have manufactured and that are placed on the market, are type-approved in accordance with the requirements of Regulation (EU) 2018/858, <u>Regulation (EU) No 168/2013</u> and of this Regulation.	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, Regulation (EU) 168/2013 and of this Regulation.	1. Manufacturers shall demonstrate that new vehicles <u>types</u> that they have manufactured and that are placed on the market, are type-approved in accordance with the requirements of Regulation (EU) 2018/858, <u>Regulation (EU) No 168/2013</u> and of this Regulation. Text Origin: EP Mandate
Article 8(2)				
287	2. For the purposes of type-approval of vehicles to which the	2. For the purposes of type-approval of vehicles to which the	2. For the purposes of type-approval of ~~vehicles~~ <u>vehicle/...</u>	2. For the purposes of type-approval of ~~vehicles~~ <u>vehicle/...</u>

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	requirements in Articles 4, 5, 6 or 7, the manufacturer shall provide the documentation showing compliance with those requirements and shall:	requirements in Articles 4, 5, (1) , (2) , 6 or 7 apply , the manufacturer shall provide the documentation showing compliance with those requirements and shall:	types to which the requirements in Articles 4, 5, 6 or 7 apply , the manufacturer shall provide the documentation showing compliance with those requirements and shall:	types to which the requirements in Articles 4, 5, 6 or 7 apply , the manufacturer shall provide the documentation showing compliance with those requirements and shall: Text Origin: Council Mandate
Article 8(2), point (a)				
G	288	(a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858; and	(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	(a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858 or in Article 27 of Regulation (EU) 168/2013, as applicable ; and Text Origin: EP Mandate
Article 8(2), point (b)				
G	289	(b) submit it to the type-approval authority in accordance with Article 23 of Regulation (EU) 2018/858.	(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 .	(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) 168/2013, as applicable . Text Origin: Council Mandate
Article 8(3)				
Y	290	3. For the purposes of type-approval of vehicles to which the requirement in Article 9 applies, the manufacturer shall submit the	<i>deleted</i>	3. For the purposes of type-approval of vehicles to which the requirement in Article 9 applies, the manufacturer shall submit the

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	circularity strategy to the type-approval authority together with the application for type-approval referred to in Article 23 of Regulation (EU) 2018/858.		circularity strategy to the type-approval authority together with the application for type-approval referred to in Article 23 of Regulation (EU) 2018/858 or in Article 26 of Regulation (EU) 168/2013, as applicable.	
Article 8(4)				
291	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.	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 <u>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.</u>	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.	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. Text Origin: Council Mandate
Article 8(5)				
292	5. For the purposes of type-approval of vehicles to which the	5. For the purposes of type-approval of vehicles to which the	5. For the purposes of type-approval of vehicles to which the	5. For the purposes of type-approval of vehicles to which the

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	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.	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 <u>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 168/2103.</u>	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, or with Article 27(1) of Regulation (EU) 168/2013, as applicable , to the type-approval authority together with the application for type-approval referred to in Article 23 of that Regulation[...].	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, <u>or with Article 27(1) of Regulation (EU) 168/2013, as applicable</u> , to the type-approval authority together with the application for type-approval ~~referred to in Article 23 of that Regulation~~ <u>[...]</u> . Text Origin: Council Mandate
Article 9				
Y	293 Article 9 Circularity strategy	Article 9 Circularity strategy	Article 9 Circularity strategy	Article 9 Circularity strategy Text Origin: Commission Proposal
Article 9(1)				
Y	294 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	1. ~~For each Vehicle type that is type-approved under Regulation (EU) 2018/858~~ <u>manufacturers shall</u> as of [OP: Please insert the date = the first day of the month following 36 months after the date	1. For each vehicle type that ~~is~~ category in which a manufacturer produced vehicles type-approved under Regulation (EU) 2018/858 as of [OP: Please insert the date = the first day of the	

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	Regulation], the manufacturer shall draw up a circularity strategy.	of entry into force of this Regulation], ~~the~~ <u>draw up a circularity strategy at manufacturer ~~shall~~level and provide a copy to the Commission.</u> <u>Notwithstanding subparagraph 1, manufacturers may also</u> draw up a circularity strategy <u>at vehicle category level.</u>	month following 36 months after the date of entry into force of this Regulation], the manufacturer shall draw up and implement a circularity strategy, in order to make available its comprehensive plan for circularity for the upcoming five years. With respect to paragraphs 3 and 4 of Part A of Annex IV, the strategy shall include type-specific information for the vehicle type concerned.	
Article 9(2)				
295	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.	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. <u>The circularity strategy shall take into account the capacities and information actually available from suppliers, in particular SMEs.</u>	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~~ category concerned, are met.	
Article 9(3)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	296	3. The circularity strategy shall contain the elements laid down in Part A of Annex IV.	3. The circularity strategy shall contain the elements laid down in Part A of Annex IV.	3. The circularity strategy shall contain the elements laid down in Part A of Annex IV. Text Origin: Commission Proposal
Article 9(4)				
Y	297	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.	deleted	4. The manufacturer shall provide a copy of the circularity strategy to the Commission within 30 days after the first type-approval for [...] a vehicle [...] in the category the concerned-vehicle type has been granted.
Article 9(5)				
Y	298	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.	5. The manufacturer shall monitor and follow up on the actions contained in the circularity strategy and update the strategy, <u>indicating the relevant new changes of the circularity strategy</u> , 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.~~	5. The manufacturer shall monitor and follow up on the actions contained in the circularity strategy and update the strategy, <u>indicating the relevant new changes of the circularity strategy</u> , 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~~ <u>a vehicle type in the category concerned</u> and to the Commission.] Text Origin: Council Mandate

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 9(6)								
G	299	6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information.		6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information.		6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information.		6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information. Text Origin: Commission Proposal
Article 9(7)								
Y	300	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.		deleted		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.		
Article 9(8)								
G	301	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		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~~ five years thereafter, the Commission shall draw up and publish a report		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		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 <u>at least</u> every six years thereafter, the Commission shall draw up and publish a report

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	the circularity of the automotive sector. The report shall be based in particular on circularity strategies and updates to such strategies.	on the circularity of the automotive sector. The report shall be based in particular on circularity strategies and updates to such strategies.	the circularity of the automotive sector. The report shall be based in particular on circularity strategies and updates to such strategies.	on the circularity of the automotive sector. The report shall be based in particular on circularity strategies and updates to such strategies. Text Origin: Council Mandate
Article 10				
G	302 Article 10 Declaration on recycled content present in vehicles	Article 10 Declaration on recycled content present in vehicles	Article 10 Declaration on recycled content present in vehicles	Article 10 Declaration on recycled content present in vehicles Text Origin: Commission Proposal
Article 10(1), first subparagraph				
Y	303 1. 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:	1. Manufacturers shall declare, for each <u>new</u> vehicle type that is type-approved as of <u>...</u> [OP: Please insert the date = the first day of the month following ~~36~~ <u>12</u> months after the ~~entry into force~~ <u>adoption</u> of the ~~Regulation~~ <u>delegated acts establishing the methodologies for the calculation and verification of recycled content present in vehicles in accordance with Article 6</u>] under Regulation (EU) 2018/858, the respective share of recycled content of:	1. Manufacturers shall declare, for each vehicle type that is type-approved as of [OP: Please insert the date = ~~the date~~ <u>OP: Please insert the date</u> = the first day of the month following ~~36~~ <u>...</u> 12 months after the ~~entry into force~~ <u>adoption</u> of the ~~Regulation~~ <u>implementing act establishing the methodology for the calculation and verification of the share of the materials recycled from post-consumer waste in vehicle types, as referred to in Article 6 (/.../ 5)</u>] under Regulation (EU) 2018/858,	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			the respective share of recycled content of:	
	Article 10(1), first subparagraph, point (a)			
Y	304 (a) neodymium, dysprosium, praseodymium, terbium, samarium, boron in permanent magnets in e-drive motors;	(a) neodymium, dysprosium, praseodymium, terbium, samarium, boron in permanent magnets in e-drive motors;	(a) neodymium, dysprosium, praseodymium, terbium, samarium, nickel, cobalt boron in permanent magnets in e-drive motors;	Y
	Article 10(1), first subparagraph, point (b)			
G	305 (b) aluminium and its alloys;	(b) aluminium and its alloys;	(b) aluminium and its alloys;	(b) aluminium and its alloys; Text Origin: Commission Proposal
	Article 10(1), first subparagraph, point (c)			
G	306 (c) magnesium and its alloys;	(c) magnesium and its alloys;	(c) magnesium and its alloys;	(c) magnesium and its alloys; Text Origin: Commission Proposal
	Article 10(1), first subparagraph, point (d)			
G	307 (d) steel.	(d) steel- <u>and its alloys;</u>	(d) steel.	(d) steel- <u>and its alloys;</u> Text Origin: EP Mandate
	Article 10(1), first subparagraph, point (da)			
G	307a	<u>(da) plastics.</u>		<u>(da) plastics.</u> Text Origin: EP Mandate
	Article 10(1), second subparagraph			
Y	308 The declaration shall concern the recycled content of these materials	The declaration shall concern the recycled content of these materials	The declaration shall concern the recycled content of these materials	The declaration shall concern the recycled content of these materials

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	present in the vehicle type and indicate, per material share, whether the material is recycled from pre-consumer waste or from post-consumer waste.	present in the vehicle type and indicate, per material share, <u>and for plastic components heavier than 100 g</u> , whether the material is recycled from pre-consumer waste or from post-consumer waste.	present in the vehicle type and indicate, per material share, whether the material is recycled from pre-consumer waste or from post-consumer waste.	present in the vehicle type and indicate, per material share, <u>and for plastic components heavier than 100 g</u> , whether the material is recycled from pre-consumer waste or from post-consumer waste. Text Origin: EP Mandate
Article 10(2)				
309	2. The type-approval authorities shall verify that the required documentation has been submitted by the manufacturers and that it contains the information referred to in paragraph 1.	2. The type-approval authorities shall verify that the required documentation has been submitted by the manufacturers and that it contains the information referred to in paragraph 1.	2. The type-approval authorities shall verify that the required documentation has been submitted by the manufacturers and that it contains the information referred to in paragraph 1.	2. The type-approval authorities shall verify that the required documentation has been submitted by the manufacturers and that it contains the information referred to in paragraph 1. Text Origin: Commission Proposal
Article 10(3)				
310	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).	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)~~ <u>6(1), (3)</u> or (4).	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).	
Article 11				
311	Article 11 Information on removal and replacement of parts, components and materials present in vehicles	Article 11 Information on removal and replacement of parts, components and materials present in vehicles	Article 11 Information on removal and replacement of parts, components and materials present in vehicles	Article 11 Information on removal and replacement of parts, components and materials present in vehicles

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
Article 11(1)				
Y	312	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:	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, <u>for new vehicle types that have been type-approved</u> , provide waste management operators ~~and~~ repair ~~and~~ maintenance operators <u>and emergency services</u> unrestricted, standardised and non-discriminatory access <u>including via existing tools used by the automotive industry</u> , to the information listed in Annex V, enabling access to, and safe removal and replacement of, the following:	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:
Article 11(1), point (a)				
Y	313	(a) electric vehicle batteries incorporated in the vehicle;	(a) ~~electric vehicle batteries~~ incorporated in the vehicle;[...]	(a) ~~electric vehicle batteries~~ incorporated in the vehicle;[...] Text Origin: Council Mandate
Article 11(1), point (b)				
G	314	(b) e-drive motors incorporated in the vehicle;	(b) ~~e-drive motors~~ incorporated in the vehicle;[...]	(b) ~~e-drive motors~~ incorporated in the vehicle;[...]

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				Text Origin: Council Mandate
	Article 11(1), point (c)			
G	315 (c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles;	(c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles;	(c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles;	(c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles; Text Origin: Commission Proposal
	Article 11(1), point (d)			
G	316 (d) parts and components listed in Part C of Annex VII contained in vehicles;	(d) parts and components listed in Part C of Annex VII contained in vehicles;	(d) parts and components listed in Part C of Annex VII contained in vehicles;	(d) parts and components listed in Part C of Annex VII contained in vehicles; Text Origin: Commission Proposal
	Article 11(1), point (e)			
G	317 (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;	(e) parts and components, containing the critical raw materials as referred to in Article ~~27(1)~~ <u>28(1)</u> , point (b), of Regulation (EU) ~~fCRM Act~~ <u>2024/1252</u> at the time of the type-approval of the vehicle;	(e) parts and components, containing the critical raw materials as referred to in [...] Article ~~27(1)~~ <u>28(1)</u> point (b), of Regulation (EU) ~~fCRM Act~~ <u>2024/1252</u> at the time of the type-approval of the vehicle;	(e) parts and components, containing the critical raw materials as referred to in Article ~~27(1)~~ <u>28(1)</u> , point (b), of Regulation (EU) ~~fCRM Act~~ <u>2024/1252</u> at the time of the type-approval of the vehicle; Text Origin: EP Mandate
	Article 11(1), point (f)			
Y	318 (f) digitally coded components and parts in a vehicle,	(f) digitally coded components and parts in a vehicle,	(f) digitally coded components and parts in a vehicle,	(f) digitally coded components and parts in a vehicle,

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	where such coding prevents their repair, maintenance or replacement in another vehicle.	where such coding prevents their repair, maintenance or replacement in another vehicle.	where such coding prevents their repair, maintenance or replacement in another vehicle.	where such coding prevents their repair, maintenance or replacement in another vehicle. Text Origin: Commission Proposal	
Article 11(1a)					
Y	318a	<u>1a. Manufacturers shall provide rescue and emergency response guidance information.</u>			Y
Article 11(2), first subparagraph					
Y	319	2. 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.	2. Manufacturers shall ensure cooperation with the authorised, treatment operators, <u>retrofit operators</u> , 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.	2. 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.	Y
Article 11(2), second subparagraph					
Y	320	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	The manufacturers shall provide the information referred to in the first subparagraph free of charge. The manufacturers may collect <u>reasonable and proportionate</u> charges from waste management operators and repair and	The manufacturers shall provide the information referred to in the first subparagraph free of charge. The manufacturers may collect <u>reasonable and proportionate</u> charges from waste management operators and repair and	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	amount necessary to cover the administrative costs for making the required information accessible through communication platforms.	maintenance operators to the ~~amount~~ <u>extent</u> necessary to cover the <u>actual</u> administrative costs <u>incurred</u> for making the required information accessible through communication platforms.	amount necessary to cover the administrative costs for making the required information accessible through communication platforms.	maintenance operators to the ~~amount~~ <u>extent</u> necessary to cover the <u>actual</u> administrative costs <u>incurred</u> for making the required information accessible through communication platforms. Text Origin: EP Mandate
Article 11(3)				
Y	321 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.	<i>deleted</i>	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.	Y
Article 12				
G	322 Article 12 Labelling of parts, components and materials present in vehicles	Article 12 Labelling of parts, components and materials present in vehicles	Article 12 Labelling of parts, components and materials present in vehicles	Article 12 Labelling of parts, components and materials present in vehicles Text Origin: Commission Proposal
Article 12(1)				
G	323 1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards listed in points 1 to 3 of Annex VI for the labelling and identification	1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards listed in points 1 to 3 of Annex VI for the labelling and identification	1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards listed in points 1 to 3 of Annex VI for the labelling and identification	1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards listed in points 1 to 3 of Annex VI for the labelling and identification

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	of parts, components and materials of vehicles.	of parts, components and materials of vehicles.	of parts, components and materials of vehicles.	of parts, components and materials of vehicles. Text Origin: Commission Proposal
Article 12(2)				
Y	324 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.	2. <u>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]</u> manufacturers shall ensure that ~~e-drive motors~~ <u>vehicle parts and components</u> containing permanent magnets bear a conspicuous, clearly legible and indelible label indicating the information ~~listed in point 4 of Annex VI~~ <u>in accordance with Article 28 of Regulation (EU) 2024/1252.</u>	2. By 24 May 2029, [...]manufacturers shall ensure that ~~e-drive motors~~ /.../vehicle parts and components containing permanent magnets bear a conspicuous, clearly legible and indelible label indicating the information ~~listed in point 4 of Annex VI~~ /.../ in accordance of Article 28 of Regulation (EU) 2024/1252.	
Article 12(3)				
G	325 3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VI in order to adapt it to technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VI in order to adapt it to technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VI in order to adapt it to technical and scientific progress.	3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VI in order to adapt it to technical and scientific progress. Text Origin: Commission Proposal
Article 13				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
326	Article 13 Circularity Vehicle Passport	Article 13 <u>Digital</u> Circularity Vehicle Passport	Article 13 Digital Circularity Vehicle Passport	Article 13 <u>Digital</u> Circularity Vehicle Passport Text Origin: EP Mandate
Article 13(1)				
327	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.	1. From [OP: please insert a date = the first day of the month following ~~84~~ 72 months after entry into force of the Regulation] each vehicle placed on the market shall have a <u>digital</u> circularity vehicle passport, which shall be aligned <u>and interoperable</u> with and, where possible, integrated in other vehicle related environmental passports established under Union law.	1. From [OP: please insert a date = the first day of the month following 84 months after entry into force of the Regulation] 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 with[...] and, where possible, integrated in[...] with other vehicle related environmental passports established under Union law, in particular the passports referred to in Article 77 of Regulation (EU) 2023/1542 and in Article 3 point (68) of Regulation (EU) 2024/1257. The digital circularity vehicle passport shall be aligned as appropriate with the requirements set out in Regulation (EU) 2024/1781 of	1. From [OP: please insert a date = the first day of the month following ~~84~~ <u>[...]</u> 72 months after entry into force of the Regulation] each vehicle placed on the market shall have a <u>digital</u> circularity vehicle passport, which shall be aligned ~~with~~ <u>[...]</u> <u>interoperable</u> , and, where possible, integrated ~~in~~ <u>[...] with</u> other vehicle related environmental passports established under Union law, <u>in particular the passports referred to in Article 77 of Regulation (EU) 2023/1542, in Article 3 point (68) of Regulation (EU) 2024/1257 and with other relevant passports established pursuant to Regulation (EU) 2024/1781.</u> Text Origin: Council Mandate

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			the European Parliament and of the Council of 13 June 2024 establishing a framework for the setting of ecodesign requirements for sustainable products, in particular its Articles 11 to 13.	
	Article 13(2)			
G 328	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.	2. The circularity vehicle passport shall contain the information referred to in Article <u>5(2) and (3), and in Articles 10 and 11</u> of this Regulation in digital format and shall be accessible free of charge.	2. The digital circularity vehicle passport shall contain the information referred to in Article 11 of this Regulation in digital format and of a vehicle that is being placed on the market shall be accessible free of charge- and shall contain:	2. The <u>digital</u> circularity vehicle passport ~~shall contain the information referred to in Article 11 of this Regulation in digital format and~~ of a vehicle that is being placed on the market shall be accessible free of charge- ~~and~~ <u>shall contain in digital format, the following:</u> Text Origin: Council Mandate
	Article 13(2a)			
G 328a			(a) the information referred to in Article 11 of this Regulation in digital format [...];	<u>(a) the information referred to in Article 11 of this Regulation [...];</u> Text Origin: Council Mandate
	Article 13(2b)			
G 328b			(b) information about parts containing lead, mercury, cadmium or hexavalent chromium content of the vehicle	<u>(b) information about parts containing lead, mercury, cadmium or hexavalent chromium content of the vehicle</u>

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						as referred to in the derogation set out in Article 5(3);[...]		<u>as referred to in the derogation set out in Article 5(3);[...]</u> Text Origin: Council Mandate
		Article 13(2c)						
G		328c				(b1) declaration on the share of recycled content of plastic and the materials listed in Article 10(1) points a) to d);		<u>(b1) declaration on the share of recycled content of plastic and the materials listed in Article 10(1);</u> Text Origin: Council Mandate
		Article 13(2d)						
G		328d				(b2) the circularity strategy for the vehicle type concerned;[...]		deleted
		Article 13(2e)						
G		328e				(b3) a reference to the catalogue of spare parts for the vehicle type concerned including the location of individual parts in the vehicle		<u>2e. the official catalogue of spare parts for the vehicle type concerned.</u> <u>Where information required under this Article is already accessible through another digital product passport referred to in paragraph 1, this information shall not be duplicated in the Digital Circularity Vehicle Passport, provided that interoperability is ensured.</u>
		Article 13(3)						

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
329	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.	3. The manufacturer <u>shall, at the time of</u> placing the vehicle on the market ~~shall~~ ensure that the information in the circular vehicle passport is accurate, complete and up to date.	3. The manufacturer placing the vehicle on the market shall ensure that the information in the ~~circular~~ digital circularity vehicle passport is accurate, complete and up to date.	3. The manufacturer placing the vehicle on the market shall ensure that the information <u>referred to in paragraph 2</u> ~~in the circular vehicle passport~~ is accurate, complete and up to date. Text Origin: Council Mandate
Article 13(4)				
330	4. All information included in the circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be:	4. All information included in the circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be:	4. All information included in the digital circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be:	4. All information included in the <u>digital</u> circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be: Text Origin: Council Mandate
Article 13(4), point (a)				
331	(a) based on open standards;	(a) based on open standards;	(a) based on open standards;	(a) based on open standards; Text Origin: Commission Proposal
Article 13(4), point (b)				
332	(b) developed with an interoperable format;	(b) developed with an interoperable format;	(b) developed with an interoperable format;	(b) developed with an interoperable format; Text Origin: Commission Proposal
Article 13(4), point (c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
333	(c) transferable through an open interoperable data exchange network without vendor lock-in;	(c) transferable through an open interoperable data exchange network without vendor lock-in;	(c) transferable through an open interoperable data exchange network without vendor lock-in;	(c) transferable through an open interoperable data exchange network without vendor lock-in; Text Origin: Commission Proposal
Article 13(4), point (d)				
334	(d) machine-readable, structured, and searchable.	(d) machine-readable, structured, and searchable.	(d) machine-readable, structured, and searchable.	(d) machine-readable, structured, and searchable. Text Origin: Commission Proposal
Article 13(5)				
335	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.	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 <u>export or</u> destruction for that end-of-life vehicle was issued.	5. The digital circularity vehicle passport of a vehicle that has become an end-of-life vehicle shall cease to exist at the earliest 6[...]12 months after the certificate of destruction for that end-of-life vehicle was issued.	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.~~
Article 13(6), first subparagraph				
336	6. The Commission shall adopt implementing acts laying down rules on the following:	6. <u>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]</u> the Commission shall adopt implementing acts laying down rules on the following:	6. By [48 months after entry into force of the Regulation], [...] the Commission shall adopt implementing acts laying down rules on the following:	6. <u>By [48 months after entry into force of the Regulation],</u> the Commission shall adopt implementing acts laying down rules on the following: Text Origin: Council Mandate
Article 13(6), first subparagraph, point (a)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 337	(a) the manner and technical specification of the solution to be used for accessing the circularity vehicle passport;	(a) the manner and <u>basic requirements of the</u> technical ~~specification of the~~ solution to be used for accessing the circularity vehicle passport <u>in a manner that does not preclude any technological solution</u> ;	(a) the manner and technical specification of the solution to be used for accessing the digital circularity vehicle passport;	(a) the manner and <u>basic requirements of the</u> technical ~~specification of the~~ solution to be used for accessing the <u>digital</u> circularity vehicle passport <u>in a manner that does not preclude any technological solution</u> ; Text Origin: EP Mandate
Article 13(6), first subparagraph, point (b)				
G 338	(b) the technical design and operation requirements for the circularity vehicle passport, including rules on:	(b) the technical design and operation requirements for the circularity vehicle passport, including rules on:	(b) the technical design and operation requirements for the digital circularity vehicle passport, including rules on:	(b) the technical design and operation requirements for the <u>digital</u> circularity vehicle passport, including rules on: Text Origin: Council Mandate
Article 13(6), first subparagraph, point (b)(i)				
G 339	(i) the interoperability of the circularity vehicle passport with other passports required by Union legislation;	(i) the interoperability <u>and alignment</u> of the circularity vehicle passport with other passports required by Union legislation;	(i) the alignment and interoperability of the digital circularity vehicle passport with other passports and certificates required by Union legislation, as referred in paragraph 1 of this Article ;	(i) the <u>alignment and</u> interoperability of the <u>digital</u> circularity vehicle passport with other passports required by Union legislation, <u>as referred to in paragraph 1 of this Article</u> ; Text Origin: Council Mandate
Article 13(6), first subparagraph, point (b)(ii)				
G 340	(ii) the storage and processing of information included in the circularity vehicle passport;	(ii) the storage and processing of information included in the circularity vehicle passport;	(ii) the storage and processing of information included in the digital circularity vehicle passport;	(ii) the storage and processing of information included in the <u>digital</u> circularity vehicle passport; Text Origin: Council Mandate

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 13(6), first subparagraph, point (b)(iii)				
341	(iii) the availability of the circularity vehicle passport after the manufacturer responsible for the fulfilment of the obligations set out in paragraph 3 ceases to exist or ceases its activity in the Union;	(iii) the availability of the circularity vehicle passport after the manufacturer responsible for the fulfilment of the obligations set out in paragraph 3 ceases to exist or ceases its activity in the Union;	(iii) the availability of the digital circularity vehicle passport after the manufacturer responsible for the fulfilment of the obligations set out in paragraph 3 ceases to exist or ceases its activity in the Union;	(iii) the availability of the <u>digital</u> circularity vehicle passport after the manufacturer responsible for the fulfilment of the obligations set out in paragraph 3 ceases to exist or ceases its activity in the Union; Text Origin: Council Mandate
Article 13(6), first subparagraph, point (c)				
342	(c) the introduction, modification and updating of information included in the circularity vehicle passport by third parties other than the manufacturer;	(c) the introduction, modification and updating of information included in the circularity vehicle passport by third parties other than the manufacturer;	(c) the introduction, modification and updating of information included in the digital circularity vehicle passport by third parties other than the manufacturer;	(c) the introduction, modification and updating of information included in the <u>digital</u> circularity vehicle passport by third parties other than the manufacturer; Text Origin: Council Mandate
Article 13(6), first subparagraph, point (ca)				
342a		<u>(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;</u>		<u>(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;</u> Text Origin: EP Mandate
Article 13(6), first subparagraph, point (d)				

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343	(d) the location of the data carrier or other identifier enabling access to the circularity vehicle passport of the vehicle.	(d) the location of the data carrier or other identifier enabling access to the circularity vehicle passport of the vehicle.	(d) the location of the data carrier or other identifier enabling access to the digital circularity vehicle passport of the vehicle.	(d) the location of the data carrier or other identifier enabling access to the <u>digital</u> circularity vehicle passport of the vehicle. Text Origin: Council Mandate
Article 13(6), second subparagraph				
344	When laying down the rules referred to in the first subparagraph, the Commission shall take into account the need to ensure a high level of security and privacy.	When laying down the rules referred to in the first subparagraph, the Commission shall take into account the need to ensure a high level of security and privacy.	When laying down the rules referred to in the first subparagraph, the Commission shall take into account the need to ensure a high level of security and privacy.	When laying down the rules referred to in the first subparagraph, the Commission shall take into account the need to ensure a high level of security and privacy. Text Origin: Commission Proposal
Article 13(6), third subparagraph				
345	The implementing acts referred to in the first subparagraph of this Article shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing acts referred to in the first subparagraph of this Article shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing acts referred to in the first subparagraph of this Article[...] shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing acts referred to in the first subparagraph <i>of this Article</i> [...] shall be adopted in accordance with the examination procedure referred to in Article 51(2). Text Origin: Council Mandate
CHAPTER IV				
346	CHAPTER IV MANAGEMENT OF END-OF-LIFE OF VEHICLES	CHAPTER IV MANAGEMENT OF END-OF-LIFE OF VEHICLES	CHAPTER IV MANAGEMENT OF END-OF-LIFE OF VEHICLES	CHAPTER IV MANAGEMENT OF END-OF-LIFE OF VEHICLES Text Origin: Commission Proposal

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SECTION 1				
G 347	SECTION 1 General provisions	SECTION 1 General provisions	SECTION 1 General provisions	SECTION 1 General provisions Text Origin: Commission Proposal
Article 14				
G 348	Article 14 Competent authority	Article 14 Competent authority	Article 14 Competent authority	Article 14 Competent authority Text Origin: Commission Proposal
Article 14(1)				
Y 349	1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter, in particular for monitoring and verifying compliance of producers and producer responsibility organisations with their obligations as set out in Articles 15 to 36.	1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter, in particular for monitoring and verifying compliance of producers and producer responsibility organisations with their obligations as set out in Articles 15 to 36.	1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter, in particular for monitoring and verifying compliance of economic operators , producers and producer responsibility organisations with their obligations as set out in Articles 15 to 36[...] 37 and Annex I.	1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter, in particular for monitoring and verifying compliance of <u>economic operators</u> , producers and producer responsibility organisations with their obligations as set out in Articles 15 to ~~36~~ <u>[...]/37 and Annex I.</u> Text Origin: Council Mandate
Article 14(2)				
G 350	2. Each Member State may designate one contact point, among the competent authorities referred to in the paragraph 1, for	2. Each Member State may designate one contact point, among the competent authorities referred to in the paragraph 1, for	2. Each Member State may designate one contact point, among the competent authorities referred to in the paragraph 1, for	2. Each Member State may designate one contact point, among the competent authorities referred to in the paragraph 1, for

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	the purpose of communicating with the Commission.	the purpose of communicating with the Commission.	the purpose of communicating with the Commission.	the purpose of communicating with the Commission. Text Origin: Commission Proposal
Article 14(3)				
G 351	3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for:	3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for:	3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for:	3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for: Text Origin: Commission Proposal
Article 14(3), point (a)				
G 352	(a) the registration of producers in accordance with Article 17;	(a) the registration of producers in accordance with Article 17;	(a) the registration of producers in accordance with Article 47/.../ 19;	(a) the registration of producers in accordance with Article ~~47~~ .../19]; Text Origin: Council Mandate
Article 14(3), point (b)				
G 353	(b) the authorisation of producers and producer responsibility organisations in accordance with Article 19;	(b) the authorisation of producers and producer responsibility organisations in accordance with Article 19;	(b) the authorisation of producers and producer responsibility organisations in accordance with Article 49/.../ 18;	(b) the authorisation of producers and producer responsibility organisations in accordance with Article ~~49~~ .../18]; Text Origin: Council Mandate
Article 14(3), point (c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 354	(c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20;	(c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20;	(c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20;	(c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20; Text Origin: Commission Proposal
Article 14(3), point (d)				
G 355	(d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17(12) and 49(6);	(d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17(12) and 49(6);	(d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17[...]/19(12) and 49(6);	(d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17[...]/19(12) and 49(6); Text Origin: Council Mandate
Article 14(3), point (e)				
G 356	(e) making information available in accordance with Article 49.	(e) making information available in accordance with Article 49.	(e) making information available in accordance with Article 49.	(e) making information available in accordance with Article 49. Text Origin: Commission Proposal
Article 14(4)				
Y 357	4. By [OP: Please insert the date = the last day of the month following 3 months after the date of entry into force of this Regulation], Member States shall notify the Commission of the names and addresses of the competent authorities designated	4. By [OP: Please insert the date = the last day of the month following 3 months after the date of entry into force of this Regulation], Member States shall notify the Commission of the names and addresses of the competent authorities designated	4. By [OP: Please insert the date = the last day of the month following 3 months after the date of entry into force of this Regulation]OP: Please insert the date = the last day of the month following [...] 12 months after the date of entry into force of this	4. By [~~OP: Please insert the date = the last day of the month following 3 months after the date of entry into force of this Regulation~~]OP: Please insert the date = the last day of the month following [9] months after the date of entry into force of this

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.	pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.	Regulation], Member States shall notify the Commission of the names and addresses of the competent authorities designated pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.	Regulation], Member States shall notify the Commission of the names and addresses of the competent authorities designated pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities. Text Origin: Council Mandate
Article 15				
G 358	Article 15 Authorised treatment facilities	Article 15 Authorised treatment facilities	Article 15 Authorised treatment facilities	Article 15 Authorised treatment facilities Text Origin: Commission Proposal
Article 15(1)				
G 359	1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit.	1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit.	1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit.	1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit.

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				Text Origin: Commission Proposal
Article 15(2)				
G	360 2. In order to issue a permit referred to in paragraph 1, the competent authority shall verify whether the establishment or undertaking has the technical, financial and organisational capacity that is necessary to comply with the obligations set out in Article 27.	2. In order to issue a permit referred to in paragraph 1, the competent authority shall verify whether the establishment or undertaking has the technical, financial and organisational capacity that is necessary to comply with the obligations set out in Article 27.	2. In order to issue a permit referred to in paragraph 1, the competent authority shall verify whether the establishment or undertaking has the ~~technical, financial and organisational~~ [...] capacity that is necessary to comply with the obligations set out in Article 27.	2. In order to issue a permit referred to in paragraph 1, the competent authority shall verify whether the establishment or undertaking has the ~~technical, financial and organisational~~ [...] capacity that is necessary to comply with the obligations set out in Article 27. Text Origin: Council Mandate
Article 15(3)				
Y	361 3. Permits referred to in paragraph 1 shall indicate that the treatment facilities have the competence to issue a certificate of destruction, as referred to in Article 25.	3. Permits referred to in paragraph 1 shall indicate that the treatment facilities have the competence to issue a certificate of destruction, as referred to in Article 25.	3. Permits referred to in paragraph 1 shall indicate that the treatment facilities have the competence to issue a certificate of destruction, as referred to in Article 25. Member States may provide in general that treatment facilities are competent to issue the certificate of destruction referred to in Article 25.	
Article 15(3a)				
Y	361a	<u>3a. Member States may adopt measures to require that producers or, where appointed in</u>	3a. Producers or, where appointed in accordance with Article 17(1), producer	<u>3a. Producers or, where appointed in accordance with Article 17(1), producer</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u><i>accordance with Article 18, producer responsibility organisations conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations.</i></u>	responsibility organisations may conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations. Such contracts shall be fair, transparent and non-discriminatory and may be based on a model established by the Member State.	<u><i>responsibility organisations may conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations.</i></u> <u><i>Such contracts shall not contain clauses that have the purpose or effect of:</i></u> <u><i>a. requiring the mandatory transfer of all or part of the parts or components removed by authorised treatment facilities from end-of-life vehicles to producers or producer responsibility organisations, unless this is required under other Union legislation;</i></u> <u><i>b. prohibiting the resale of all or part of the parts or components removed by authorised treatment facilities from end-of-life vehicles for the purposes of reuse, remanufacturing, refurbishment, recycling or other treatment operations;</i></u> <u><i>c. restricting the collection by authorised treatment facilities of vehicles from the last owner;</i></u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>d. imposing data reporting obligations that are unrelated to compliance with legal requirements by producers or producer responsibility organisations, unless such obligations are proportionate and indispensable for the performance of the contract; and</u> <u>e. contractually amending legal definitions established under this Regulation.</u> <u>Member States may establish a model for such contracts, provided that the model meets the requirements of this article, in order to ensure fair, transparent and non-discriminatory terms and conditions.</u>
	Article 15(4)			
362	4. The competent authority shall ensure that the conditions of, and the procedures for the granting of, the permit are fully coordinated where more than one competent authority or more than one establishment or undertaking intending to carry out treatment	4. The competent authority shall ensure that the conditions of, and the procedures for the granting of, the permit are fully coordinated where more than one competent authority or more than one establishment or undertaking intending to carry out treatment	4. ~~The competent authority~~ [...] Member States shall ensure that the conditions of, and the procedures for the granting of, the permit are fully coordinated where more than one competent authority or more than one establishment or undertaking	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	operations on end-of-life vehicles is involved in those permit procedures.	operations on end-of-life vehicles is involved in those permit procedures.	intending to carry out treatment operations on end-of-life vehicles is involved in those permit procedures, in order to guarantee an effective integrated approach by all authorities competent for this procedure.	
Article 15(5)				
Y 362a		<u>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).</u>	5. The Commission is empowered to 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. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).	deleted Text Origin: EP Mandate
SECTION 2				
G 363	SECTION 2 Extended Producer Responsibility	SECTION 2 Extended Producer Responsibility	SECTION 2 Extended Producer Responsibility	SECTION 2 Extended Producer Responsibility Text Origin: Commission Proposal
Article 16				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 364	Article 16 Extended producer responsibility	Article 16 Extended producer responsibility	Article 16 Extended producer responsibility	Article 16 Extended producer responsibility Text Origin: Commission Proposal
Article 16, first paragraph				
Y 365	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.	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~~ comply with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter.	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~~ 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~~ extended producer responsibility scheme [...] [...] shall be consistent with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter.	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~~ 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~~ extended producer responsibility scheme [...] [...] shall be consistent with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter. Text Origin: Council Mandate
Article 16, second paragraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
366	The extended producer responsibility shall include the obligation for producers to ensure that:	The extended producer responsibility shall include the obligation for producers to ensure that:	The extended producer responsibility shall include the obligation for producers to ensure that:	The extended producer responsibility shall include the obligation for producers to ensure that: Text Origin: Commission Proposal
Article 16, second paragraph, point (a)				
367	(a) vehicles which they have made available on the market for the first time within the territory of a Member State and which become end-of-life vehicles	(a) vehicles which they have made available on the market for the first time within the territory of a Member State and which become end-of-life vehicles	(a) vehicles which they have made available on the market for the first time within the territory of a Member State and which become end-of-life vehicles	(a) vehicles which they have made available on the market for the first time within the territory of a Member State and which become end-of-life vehicles Text Origin: Commission Proposal
Article 16, second paragraph, point (a)(i)				
368	(i) collected in accordance with Article 23;	(i) collected in accordance with Article 23;	(i) collected in accordance with Article 23;	(i) collected in accordance with Article 23; Text Origin: Commission Proposal
Article 16, second paragraph, point (a)(ii)				
369	(ii) treated in accordance with Article 27;	(ii) treated in accordance with Article 27;	(ii) treated in accordance with Article 27;	(ii) treated in accordance with Article 27; Text Origin: Commission Proposal
Article 16, second paragraph, point (b)				
370	(b) the waste management operators treating end-of-life	(b) the waste management operators treating end-of-life	(b) the waste management operators treating end-of-life	(b) the waste management operators treating end-of-life

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	vehicles referred to in point (a) meet the targets laid down in Article 34.	vehicles referred to in point (a) meet the targets laid down in Article 34.	vehicles referred to in point (a) meet the targets laid down in Article 34.	vehicles referred to in point (a) meet the targets laid down in Article 34. Text Origin: Commission Proposal
	Article 16, second paragraph, point (ba)			
Y	370a		In the outermost regions, Member States may adapt producers' obligations in order to guarantee a service and cover the costs of managing end-of-life vehicles with regard to the characteristics of these regions.	<u>In the outermost regions, Member States may adapt producers' obligations in order to cover the costs of managing end-of-life vehicles taking into account the characteristics of these regions.</u> Text Origin: Council Mandate
	Article 16, second paragraph, point (bb)			
G	370b		In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producers shall publish on their websites once a 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.	<u>(bb) In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producers, in the case of individual fulfilment of extended producer responsibility obligations, or producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations shall publish on their websites once a year, subject to commercial and industrial confidentiality, the</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>information on the collection of end-of-life vehicles and achievement of targets on reuse and recycling, reuse and recovery and plastic recycling by themselves, in the case of individual fulfilment of extended producer responsibility obligations, or by the producers which entrusted the producer responsibility organisation in the case of collective fulfilment of extended producer responsibility obligations.</u>
	Article 17			
G	371 Article 17 Register of producers	Article 17 Register of producers	Article 1719 ~~Register of producers~~ Registration [...]	Article ~~17~~ 19 ~~Register of producers~~ <u>Registration [...]</u> Text Origin: Council Mandate
	Article 17(1), first subparagraph			
G	372 1. 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.	1. 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, <u>or use an existing register of producers,</u> which shall serve to monitor compliance of producers	1. 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.	1. 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, <u>or use an existing register of producers,</u> which shall serve to monitor compliance of producers

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		with the requirements of this Chapter.		with the requirements of this Chapter. Text Origin: EP Mandate
Article 17(1), second subparagraph				
373	The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or appointed representatives for the extended producer responsibility.	The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or ~~appointed~~ authorised representatives for the extended producer responsibility.	The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or ~~appointed~~ authorised representatives for the extended producer responsibility and, if available, to the national websites containing information on the registration procedure.	The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or ~~appointed~~ authorised representatives for the extended producer responsibility and, if available, to the national websites containing information on the registration procedure. Text Origin: Council Mandate
Article 17(1), second subparagraph a				
373a		<u>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.</u>	By [P.O. insert date thirty months after the entry into force of this [...]Regulation] the Commission shall establish a website which contains the links to all national registers to facilitate the registration of producers in all Member States and, if available, to the national websites containing information on the registration procedure.	<u>By [P.O. insert 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 website which contains the links to all national registers to facilitate the registration of producers in all Member States.</u> <u>Member States shall inform the Commission about the link to their national registers of</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>producers within 30 days of the launch of the registers.</u> Text Origin: Council Mandate
Article 17(2), first subparagraph				
374	2. Producers shall register in the register referred to in paragraph 1. They shall to that end submit an application for registration in each Member State where they make a vehicle available on the market for the first time.	2. Producers shall register in the register referred to in paragraph 1. They shall to that end submit an application for registration in each Member State where they make a vehicle available on the market for the first time.	2. Producers shall register in the register referred to in paragraph 1. They shall to that end submit an application for registration in each Member State where they make a vehicle available on the market for the first time.	2. Producers shall register in the register referred to in paragraph 1. They shall to that end submit an application for registration in each Member State where they make a vehicle available on the market for the first time. Text Origin: Commission Proposal
Article 17(2), second subparagraph				
375	Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a).	Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a).	Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a).	Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a). Text Origin: Commission Proposal
Article 17(2), third subparagraph				
376	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	Producers shall only make available vehicles on the market of a Member State, if they or, in case of authorisation, their ~~appointed~~ <u>authorised</u>	Producers shall only make available vehicles on the market of a Member State, if they or, in case of authorisation, their ~~appointed~~ <u>/.../ authorised</u>	Producers shall only make available vehicles on the market of a Member State, if they or, in case of authorisation, their ~~appointed~~ <u>authorised</u>

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	producer responsibility, are registered in such Member State.	representatives for the extended producer responsibility, are registered in such Member State.	representatives for the extended producer responsibility, are registered in such Member State.	representatives for the extended producer responsibility, are registered in such Member State. Text Origin: EP Mandate
Article 17(3)				
377	3. The application for registration shall include the information listed in Annex VIII. Member States may request additional information or documents, as necessary, to use the register of producers in an efficient manner.	3. The application for registration shall include the information listed in Annex VIII. Member States may request additional information or documents, as necessary, to use the register of producers in an efficient manner.	3. The application for registration shall include the information listed in– Annex VIII. Member States may request additional information or documents, as necessary, to use the register of producers in an efficient manner.	3. The application for registration shall include the information listed in Annex VIII. Member States may request additional information or documents, as necessary, to use the register of producers in an efficient manner. Text Origin: Commission Proposal
Article 17(4)				
378	4. By way of derogation from paragraph 3, the information referred to in point 1 (d) of Annex VIII shall be provided either in the application for registration under paragraph 3 or in the application for authorisation under Article 19.	4. By way of derogation from paragraph 3, the information referred to in point 1 (d) of Annex VIII shall be provided either in the application for registration under paragraph 3 or in the application for authorisation under Article 19.	4. By way of derogation from paragraph 3, the information referred to in point 1 (d) of Annex VIII shall be provided either in the application for registration under paragraph 3 or in the application for authorisation under Article ~~19~~ ./.../ 18.	4. By way of derogation from paragraph 3, the information referred to in point 1 (d) of Annex VIII shall be provided either in the application for registration under paragraph 3 or in the application for authorisation under Article ~~19~~ ./.../ 18. Text Origin: Council Mandate
Article 17(5)				
379	5. Where a producer has appointed a producer	5. Where a producer has appointed a producer	5. Where a producer has appointed a producer	5. Where a producer has appointed a producer

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	responsibility organisation in accordance with Article 18, the obligations under this Article shall be met by that organisation <i>mutatis mutandis</i> unless otherwise specified by the Member State in which the vehicle has been made available on the market for the first time.	responsibility organisation in accordance with Article 18, the obligations under this Article shall be met by that organisation <i>mutatis mutandis</i> unless otherwise specified by the Member State in which the vehicle has been made available on the market for the first time.	responsibility organisation in accordance with Article ~~18~~ .../ 17, the obligations under this Article shall be met by that organisation ~~<i>mutatis mutandis</i>~~ <i>mutatis mutandis</i> unless otherwise specified by the Member State in which the vehicle has been made available on the market for the first time.	responsibility organisation in accordance with Article ~~18~~ .../ 17, the obligations under this Article shall be met by that organisation ~~<i>mutatis mutandis</i>~~ <i>mutatis mutandis</i> unless otherwise specified by the Member State in which the vehicle has been made available on the market for the first time. Text Origin: Council Mandate
Article 17(6)				
380	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 ~~appointed~~ <i>authorised</i> representative for the extended producer responsibility.	6. The obligations under this Article may be fulfilled on a producer's behalf by an ~~appointed~~ .../ <i>authorised</i> representative for the extended producer responsibility.	6. The obligations under this Article may be fulfilled on a producer's behalf by an ~~appointed~~ <i>authorised</i> representative for the extended producer responsibility. Text Origin: EP Mandate
Article 17(6a)				
380a		<i>6a. 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.</i>	If more than one producer is represented in a Member State by one authorised representative, that authorised representative shall provide the name and the contact details for each of the represented producers separately.	<i>If more than one producer is represented in a Member State by one authorised representative, that authorised representative shall provide the name and the contact details for each of the represented producers separately.</i> Text Origin: Council Mandate
Article 17(7)				

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381	7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article 19 constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article.	7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article 19 constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article.	7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article ~~19~~ [...] 18 constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article.	7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article ~~19~~ [...] 18 constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article. Text Origin: Council Mandate
Article 17(8)				
382	8. The competent authority shall:	8. The competent authority shall:	8. The competent authority shall:	8. The competent authority shall: Text Origin: Commission Proposal
Article 17(8), point (a)				
383	(a) make available on its website information about the application process via an electronic data-processing system;	(a) make available on its website information about the application process via an electronic data-processing system;	(a) make available on its website information about the application process via an electronic data-processing system;	(a) make available on its website information about the application process via an electronic data-processing system; Text Origin: Commission Proposal
Article 17(8), point (b)				
384	(b) grant registrations and provide a registration number within a maximum period of 12 weeks from the moment that all	(b) grant registrations and provide a registration number within a maximum period of 12 weeks from the moment that all	(b) grant registrations and provide a registration number within a maximum period of 12 weeks from the moment that all	(b) grant registrations and provide a registration number within a maximum period of 12 weeks from the moment that all

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	the information required under paragraphs 2 and 3 is provided.	the information required under paragraphs 2 and 3 is provided.	the information required under paragraphs 2 and 3 is provided.	the information required under paragraphs 2 and 3 is provided. Text Origin: Commission Proposal
	Article 17(9)			
G	385 9. The competent authority may:	9. The competent authority may:	9. The competent authority may:	9. The competent authority may: Text Origin: Commission Proposal
	Article 17(9), point (a)			
G	386 (a) lay down modalities with regard to the requirements and process of registration without adding substantive requirements to those laid down in paragraphs 2 and 3;	(a) lay down modalities with regard to the requirements and process of registration without adding substantive requirements to those laid down in paragraphs 2 and 3;	(a) lay down modalities with regard to the requirements and process of registration without adding substantive requirements to those laid down in paragraphs 2 and 3;	(a) lay down modalities with regard to the requirements and process of registration without adding substantive requirements to those laid down in paragraphs 2 and 3; Text Origin: Commission Proposal
	Article 17(9), point (b)			
Y	387 (b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2.	(b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2.	(b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2 and in Article 18 paragraph 1.	(b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2 <u>and in Article 18 paragraph 1.</u> Text Origin: Council Mandate
	Article 17(10), first subparagraph			

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388	10. The competent authority may refuse to register a producer or withdraw the producer's registration where the information referred to in paragraph 3 and related documentary evidence are not provided or are not sufficient, or where the producer no longer meets the requirements laid down in Annex VIII, point 1 (d).	10. The competent authority may refuse to register a producer or withdraw the producer's registration where the information referred to in paragraph 3 and related documentary evidence are not provided or are not sufficient, or where the producer no longer meets the requirements laid down in Annex VIII, point 1 (d).	10. The competent authority may refuse to register a producer or withdraw the producer's registration where the information referred to in paragraph 3 and related documentary evidence are not provided or are not sufficient, or where the producer no longer meets the requirements laid down in Annex VIII, point 1 (d).	10. The competent authority may refuse to register a producer or withdraw the producer's registration where the information referred to in paragraph 3 and related documentary evidence are not provided or are not sufficient, or where the producer no longer meets the requirements laid down in Annex VIII, point 1 (d). Text Origin: Commission Proposal
Article 17(10), second subparagraph				
389	The competent authority shall withdraw the producer's registration if the producer has ceased to exist.	The competent authority shall withdraw the producer's registration if the producer has ceased to exist.	The competent authority shall withdraw the producer's registration if the producer has ceased to exist.	The competent authority shall withdraw the producer's registration if the producer has ceased to exist. Text Origin: Commission Proposal
Article 17(11)				
390	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	11. The producer, or, where applicable, the producer's ~~appointed~~ 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	11. The producer, or, where applicable, the producer's ~~appointed/...~~ 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	11. The producer, or, where applicable, the producer's ~~appointed~~ 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

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	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.	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.	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.	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. Text Origin: EP Mandate
Article 17(12)				
391	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.	12. The producer or, where applicable, the producer's ~~appointed~~ <u>authorised</u> 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. <u>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.</u>	12. The producer or, where applicable, the producer's ~~appointed~~ <u>authorised</u> 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.	12. The producer or, where applicable, the producer's ~~appointed~~ <u>authorised</u> 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. <u>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.</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: EP Mandate
	Article 18			
G	392 Article 18 Producer Responsibility Organisation	Article 18 Producer Responsibility Organisation	Article 18 Producer Responsibility Organisation	
	Article 18(1)			
G	393 1. Producers may choose to fulfil their extended producer responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19 to fulfill the extended producer responsibility obligations on their behalf.	1. Producers may choose to fulfil their extended producer responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19 to fulfill the extended producer responsibility obligations on their behalf.	1. Producers may choose to fulfil their extended producer responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19/.../ 18 to fulfill the extended producer responsibility obligations on their behalf.	1. Producers may choose to fulfil their extended producer responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19/18 to fulfill the extended producer responsibility obligations on their behalf. Text Origin: Council Mandate
	Article 18(1a)			
R	393a		Member States may adopt measures to require that producers entrust a producer responsibility organisation to fulfil their extended responsibility obligations laid down in Article 16.	
	Article 18(2)			
G	394 2. Producer responsibility organisations shall ensure the	2. Producer responsibility organisations shall ensure the	2. Producer responsibility organisations shall ensure the	2. Producer responsibility organisations shall ensure the

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	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.	confidentiality of the data in their possession as regards proprietary information or information directly attributable to individual producers or their ~~appointed~~ <u>authorised</u> representatives for the extended producer responsibility.	confidentiality of the data in their possession as regards proprietary information or information directly attributable to individual producers or their appointed ~~/.../~~ <u>authorised</u> representatives for the extended producer responsibility.	confidentiality of the data in their possession as regards proprietary information or information directly attributable to individual producers or their ~~appointed~~ <u>authorised</u> representatives for the extended producer responsibility. Text Origin: EP Mandate
Article 18(3)				
395	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.	3. In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producer responsibility organisations <u>or individual producers</u> 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 <u>or by the producer fulfilling its obligations individually</u> .	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~~ <u>[...]</u> once a 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.	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.~~ <u>deleted</u>
Article 18(3a)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
G		395a		<u>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.</u>				<u>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.</u> Text Origin: EP Mandate	G
Article 18(4)									
Y		396		4. Producer responsibility organisations shall ensure a fair representation of producers and waste management operators in their governing bodies.		4. Producer responsibility organisations shall ensure a fair representation of producers and waste management operators in their governing bodies/.../ regular dialogue between stakeholders according to Article 8.a. paragraph 6 of Directive 2008/98/EC.		4. Producer responsibility organisations shall, at least once each year, conduct a structured consultation with interested stakeholders, including ensure a fair representation of producers and waste management operators, and shall publish on-in their governing bodies website a summary report of that consultation, setting out the principal comments received together with an explanation of how those comments have been addressed.	Y
Article 18(4a)									
G		396a		<u>4a. Waste management operators shall be subject to a non-discriminatory selection</u>				<u>4a. Waste management operators shall be subject to a non-discriminatory selection</u>	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u><i>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.</i></u>		<u><i>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.</i></u> Text Origin: EP Mandate
Article 19				
397	Article 19 Authorisation on fulfilment of extended producer responsibility	Article 19 Authorisation on fulfilment of extended producer responsibility	Article ~~19~~ 18 Authorisation on fulfilment of extended producer responsibility	Article ~~19~~ 18 Authorisation on fulfilment of extended producer responsibility Text Origin: Council Mandate
Article 19(1)				
398	1. A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, shall apply for an authorisation from the competent authority.	1. A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, shall apply for an authorisation from the competent authority.	1. A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, shall apply for an authorisation from the competent authority.	1. A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, shall apply for an authorisation from the competent authority. Text Origin: Commission Proposal
Article 19(2)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 399	2. The authorisation shall be granted only where it is demonstrated that the requirements laid down in Article 8a(3), points (a) to (d), of Directive 2008/98/EC are complied with and the measures put in place by the producer or producer responsibility organisation are sufficient to meet the obligations set out in this Chapter with regard to the number of vehicles made available on the market for the first time within the territory of a Member State by the producer or producers on whose behalf the producer responsibility organisation acts.	2. The authorisation shall be granted only where it is demonstrated that the requirements laid down in Article 8a(3), points (a) to (d), of Directive 2008/98/EC are complied with and the measures put in place by the producer or producer responsibility organisation are sufficient to meet the obligations set out in this Chapter with regard to the number of vehicles made available on the market for the first time within the territory of a Member State by the producer or producers on whose behalf the producer responsibility organisation acts.	2. The authorisation shall be granted only where it is demonstrated that the requirements laid down in Article 8a(3), points (a) to (d), of Directive 2008/98/EC are complied with and the measures put in place by the producer or producer responsibility organisation are sufficient to meet the obligations set out in this Chapter with regard to the number of vehicles made available on the market for the first time within the territory of a Member State by the producer or producers on whose behalf the producer responsibility organisation acts.	2. The authorisation shall be granted only where it is demonstrated that the requirements laid down in Article 8a(3), points (a) to (d), of Directive 2008/98/EC are complied with and the measures put in place by the producer or producer responsibility organisation are sufficient to meet the obligations set out in this Chapter with regard to the number of vehicles made available on the market for the first time within the territory of a Member State by the producer or producers on whose behalf the producer responsibility organisation acts. Text Origin: Commission Proposal
Article 19(2a)				
Y 399a			A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, can only be registered if they hold an	<u>A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, can only be registered if they hold an authorization from the competent</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			authorization from the competent authority according to this Article. This is without prejudice to the possibility of combining the registration procedure pursuant to Article 19 and the authorisation procedure pursuant to this Article into a single procedure.	<u>authority according to this Article. This is without prejudice to the possibility of combining the registration procedure pursuant to Article 19 and the authorisation procedure pursuant to this Article into a single procedure.</u> Text Origin: Council Mandate
Article 19(3)				
400	3. Member States shall, in their measures laying down administrative and procedural rules referred to in Article 14(3), point (b), include the details of the authorisation procedure, which may differ according to whether it relates to individual or collective fulfilment of the extended producer responsibility obligations, and the modalities for verifying compliance of producers or producer responsibility organisations, including the information to be provided by producers or producers responsibility organisations to that end.	3. Member States shall, in their measures laying down administrative and procedural rules referred to in Article 14(3), point (b), include the details of the authorisation procedure, which may differ according to whether it relates to individual or collective fulfilment of the extended producer responsibility obligations, and the modalities for verifying compliance of producers or producer responsibility organisations, including the information to be provided by producers or producers responsibility organisations to that end.	3. Member States shall, in their measures laying down administrative and procedural rules referred to in Article 14(3), point (b), include the details of the authorisation procedure, which may differ according to whether it relates to individual or collective fulfilment of the extended producer responsibility obligations, and the modalities for verifying compliance of producers or producer responsibility organisations, including the information to be provided by producers or producers responsibility organisations to that end.	3. Member States shall, in their measures laying down administrative and procedural rules referred to in Article 14(3), point (b), include the details of the authorisation procedure, which may differ according to whether it relates to individual or collective fulfilment of the extended producer responsibility obligations, and the modalities for verifying compliance of producers or producer responsibility organisations, including the information to be provided by producers or producers responsibility organisations to that end. Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 19(4)				
401	4. The producer or the producer responsibility organisations shall notify the competent authority without undue delay of any changes to the information contained in the authorisation, of any changes that concern the terms of the authorisation or of the permanent cessation of operations.	4. The producer or the producer responsibility organisations shall notify the competent authority without undue delay of any changes to the information contained in the authorisation, of any changes that concern the terms of the authorisation or of the permanent cessation of operations.	4. The producer or the producer responsibility organisations shall notify the competent authority without undue delay of any changes to the information contained in the authorisation, of any changes that concern the terms of the authorisation or of the permanent cessation of operations.	4. The producer or the producer responsibility organisations shall notify the competent authority without undue delay of any changes to the information contained in the authorisation, of any changes that concern the terms of the authorisation or of the permanent cessation of operations. Text Origin: Commission Proposal
Article 19(5)				
402	5. The self-control mechanism provided for in 8a(3), point (d), of Directive 2008/98/EC shall be carried out regularly, and at least every 3 years, and upon the request by the competent authority, in order to verify that the provisions in that point are complied with and the conditions for authorisation referred to in paragraph 2 continue to be met. The producer or the producer responsibility organisation shall, upon request, present a self-control report and, where necessary, the draft corrective action plan to the competent	5. The self-control mechanism provided for in 8a(3), point (d), of Directive 2008/98/EC shall be carried out regularly, and at least every 3 years, and upon the request by the competent authority, in order to verify that the provisions in that point are complied with and the conditions for authorisation referred to in paragraph 2 continue to be met. The producer or the producer responsibility organisation shall, upon request, present a self-control report and, where necessary, the draft corrective action plan to the competent	5. The self-control mechanism provided for in 8a(3), point (d), of Directive 2008/98/EC shall be carried out regularly, and at least every 3 years, and upon the request by the competent authority, in order to verify that the provisions in that point are complied with and the conditions for authorisation referred to in paragraph 2 continue to be met. The producer or the producer responsibility organisation shall, upon request, present a self-control report and, where necessary, the draft corrective action plan to the competent	5. The self-control mechanism provided for in 8a(3), point (d), of Directive 2008/98/EC shall be carried out regularly, and at least every 3 years, and upon the request by the competent authority, in order to verify that the provisions in that point are complied with and the conditions for authorisation referred to in paragraph 2 continue to be met. The producer or the producer responsibility organisation shall, upon request, present a self-control report and, where necessary, the draft corrective action plan to the competent

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	authority. Without prejudice to the competencies under paragraph 6, the competent authority may make observations on the self-control report and on the draft corrective action plan, and shall communicate any such observations to the producer or the producer responsibility organisation. The producer or producer responsibility organisation shall draw up and implement the corrective action plan based on those observations.	authority. Without prejudice to the competencies under paragraph 6, the competent authority may make observations on the self-control report and on the draft corrective action plan, and shall communicate any such observations to the producer or the producer responsibility organisation. The producer or producer responsibility organisation shall draw up and implement the corrective action plan based on those observations.	authority. Without prejudice to the competencies under paragraph 6, the competent authority may make observations on the self-control report and on the draft corrective action plan, and shall communicate any such observations to the producer or the producer responsibility organisation. The producer or producer responsibility organisation shall draw up and implement the corrective action plan based on those observations.	authority. Without prejudice to the competencies under paragraph 6, the competent authority may make observations on the self-control report and on the draft corrective action plan, and shall communicate any such observations to the producer or the producer responsibility organisation. The producer or producer responsibility organisation shall draw up and implement the corrective action plan based on those observations. Text Origin: Commission Proposal
Article 19(6)				
403	6. The competent authority may decide to revoke the authorisation if the producer or producer responsibility organisation no longer fulfils the requirements with regard to the organisation of the collection and treatment of end-of-life, fails in relation to reporting to the competent authority, fails to notify the competent authority of any changes that concern the terms of the authorisation, or has ceased operations.	6. The competent authority may decide to revoke the authorisation if the producer or producer responsibility organisation no longer fulfils the requirements with regard to the organisation of the collection and treatment of end-of-life, fails in relation to reporting to the competent authority, fails to notify the competent authority of any changes that concern the terms of the authorisation, or has ceased operations.	6. The competent authority may decide to revoke the authorisation if the producer or producer responsibility organisation no longer fulfils the requirements with regard to the organisation of the collection and treatment of end-of-life, fails in relation to reporting to the competent authority, fails to notify the competent authority of any changes that concern the terms of the authorisation, or has ceased operations.	6. The competent authority may decide to revoke the authorisation if the producer or producer responsibility organisation no longer fulfils the requirements with regard to the organisation of the collection and treatment of end-of-life, fails in relation to reporting to the competent authority, fails to notify the competent authority of any changes that concern the terms of the authorisation, or has ceased operations.

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	Article 20			
G	404 Article 20 Financial responsibility of producers	Article 20 Financial responsibility of producers	Article 20 Financial responsibility of producers	Article 20 Financial responsibility of producers Text Origin: Commission Proposal
	Article 20(1)			
G	405 1. The financial contributions paid by the producer shall cover the following costs related to the vehicles that the producer makes available on the market:	1. The financial contributions paid by the producer shall cover the following costs related to the vehicles that the producer makes available on the market:	1. The financial contributions paid by the producer shall cover the following costs related to the vehicles that the producer makes available on the market:	1. The financial contributions paid by the producer shall cover the following costs related to the vehicles that the producer makes available on the market: Text Origin: Commission Proposal
	Article 20(1), point (a)			
Y	406 (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	(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~~ <u>taking into account any</u> revenues of waste	(a) the costs of the collection of end-of-life vehicles[...] that is necessary to meet the requirements in Articles 23 to 26 and of their subsequent transport from the collection point to the authorized treatment facility which issued the certificate of destruction , and the costs of the treatment of end-of-life vehicles that is necessary to	

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	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;	management operators ~~linked to~~ 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;	meet the requirements in Articles 27 to ~~30/...~~ 31 , 34 and, ~~/...~~ 36-35 , provided that, ~~/...~~ pursuant to Article 8.a, paragraph 4, points (a) to (c) of Directive 2008/98/EC, they take into account ~~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;~~	
Article 20(1), point (b)				
407	(b) the costs of conducting awareness raising campaigns aimed to improve collection of end-of-life vehicles;	(b) the costs of conducting awareness raising campaigns aimed to inform the public and to improve collection of end-of-life vehicles;	(b) the costs of conducting awareness raising campaigns aimed to improve collection of end-of-life vehicles;	
Article 20(1), point (c)				
408	(c) the costs of establishing notification system referred to in Article 25;	<i>deleted</i>	(c) the costs of establishing notification system referred to in Article 25.	
Article 20(1), point (d)				
409	(d) the costs of data gathering and reporting to the competent authorities.	(d) the administrative costs of making data available, ~~data~~ gathering and reporting to the competent authorities.	(d) the costs of data gathering and reporting to the competent authorities.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 20(1), point (da)				
409a			For vehicles falling within the scope of Directive 2000/53/EC made available on the market before the entry into force of this Regulation and by way of derogation from the first sub-paragraph, point (a) and paragraph 1a of this Article, in Member States where, in accordance with Article 5(4), second subparagraph of Directive 2000/53/EC, the producers did not have to meet all but only a significant part of the costs, the financial contributions that the producer of these vehicles has to make shall correspond to a level constituting a significant part of the costs referred to therein.	
Article 20(1a)				
409b			1a. The financial contributions paid by the producers who place the vehicle on the market shall also cover costs referred to in point (a) of paragraph 1 related to vehicles for which the producer cannot be identified or ceased to exist in the Member State where the	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			vehicle became an ELV, in proportion to their respective share of the market.	
Article 20(1), point (da)				
409c		<u>(da) average costs for transporting the end-of-life vehicles to the closest collection points or authorised treatment facility.</u>		
Article 20(2)				
410	2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor:	2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor:	2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor:	2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor: Text Origin: Commission Proposal
Article 20(2), point (a)				
411	(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators;	(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators;	(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators;	(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators; Text Origin: Commission Proposal
Article 20(2), point (b)				
412	(b) the level of financial contributions to be paid by the producers to the producer	(b) the level of financial contributions to be paid by the producers to the producer	(b) the level of financial contributions to be paid by the producers to the producer	(b) the level of financial contributions to be paid by the producers to the producer

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations so that the costs are fairly allocated between all interested operators.	responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations so that the costs are fairly allocated between all interested operators.	responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations so that the costs are fairly allocated between all interested operators.	responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations so that the costs are fairly allocated between all interested operators. Text Origin: Commission Proposal
Article 20(3)				
413	3. The financial contributions paid by the producers making available on the market special purpose vehicles shall cover only these costs referred to in point (a) of paragraph 1 that concern collection and depollution of such vehicles.	3. The financial contributions paid by the producers making available on the market special purpose vehicles shall cover only these costs referred to in point (a) of paragraph 1 that concern collection and depollution of such vehicles.	3. The financial contributions paid by the producers making available on the market special purpose vehicles shall cover only these costs referred to in point (a) of paragraph 1 that concern collection and depollution of such vehicles.	3. The financial contributions paid by the producers making available on the market special purpose vehicles shall cover only these costs referred to in point (a) of paragraph 1 that concern collection and depollution of such vehicles. Text Origin: Commission Proposal
Article 20(4), first subparagraph				
414	4. 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	4. 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	4. 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	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	referred to in paragraph 1 relating to those vehicles will be financed.	referred to in paragraph 1 relating to those vehicles will be financed, <u>including in the event of permanent cessation of their operations or insolvency.</u>	referred to in paragraph 1 relating to those vehicles will be financed.	
Article 20(4), second subparagraph				
415	The amount of the guarantee shall be determined by the Member States in which the vehicle has been made available on the market for the first time taking into account criteria laid down in Article 21.	The amount of the guarantee shall be determined by the Member States in which the vehicle has been made available on the market for the first time taking into account criteria laid down in Article 21.	The amount of the guarantee shall be determined by the Member States in which the vehicle has been made available on the market for the first time taking into account criteria laid down in Article 21.	The amount of the guarantee shall be determined by the Member States in which the vehicle has been made available on the market for the first time taking into account criteria laid down in Article 21. Text Origin: Commission Proposal
Article 20(4), third subparagraph				
416	The guarantee may take the form of participation by the producer in appropriate schemes for the financing of the management of end-of-life vehicles, a recycling insurance or a blocked bank account.	The guarantee may take the form of participation by the producer in appropriate schemes for the financing of the management of end-of-life vehicles, a recycling insurance or a blocked bank account.	The guarantee may take the form of participation by the producer in appropriate schemes for the financing of the management of end-of-life vehicles, ~~[/.../a financial guarantee or equivalent]~~ ~~a recycling insurance or a blocked bank account.~~	
Article 20(5)				
416a			5. Without prejudice to Articles 107 and 108 TFEU, in the case of a state-run producer responsibility organisation, such	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			guarantee may take the form of a public fund that is financed by producers' fees and for which the Member State running the organisation is jointly and severally liable.	
Article 20(6)				
416b			6. The manufacturer of the base vehicle is considered to be the producer and may collect pro-rata contributions from the manufacturers of later stages of the type approval.	
Article 21				
417	Article 21 Fee modulation	Article 21 Fee modulation	Article 21 Fee modulation	Article 21 Fee modulation Text Origin: Commission Proposal
Article 21(1)				
418	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:	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 <u>at least</u> by taking into account the following:	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 at least the following:	
Article 21(1), point (a)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
419	(a) the weight of the vehicle;	(a) the weight of the vehicle, <u>excluding electric vehicle batteries</u> ;	(a) the weight of the vehicle;	
Article 21(1), point (b)				
420	(b) the type of drivetrain;	<i>deleted</i>	(b) the type of drivetrain;	
Article 21(1), point (c)				
421	(c) the rate of recyclability and reusability of the vehicle type to which the vehicle belongs, based on the information submitted to the type-approval authority in accordance with Article 4;	(c) the rate of recyclability and reusability of the vehicle type to which the vehicle belongs, based on the information submitted to the type-approval authority in accordance with Article 4;	(c) the rate of recyclability and reusability of the vehicle type to which the vehicle belongs, based on the information submitted to the type-approval authority in accordance with Article 4;	(c) the rate of recyclability and reusability of the vehicle type to which the vehicle belongs, based on the information submitted to the type-approval authority in accordance with Article 4; Text Origin: Commission Proposal
Article 21(1), point (d)				
422	(d) the time needed to dismantle the vehicle at an authorised treatment facility, especially for parts and components which need to be removed prior to shredding under Article 30;	(d) the time needed to dismantle the vehicle at an authorised treatment facility, especially for parts and components which need to be removed prior to shredding under Article 30;	(d) the time needed to dismantle the vehicle at an authorised treatment facility, especially for parts and components which need to be removed prior to shredding under Article 30;	(d) the time needed to dismantle the vehicle at an authorised treatment facility, especially for parts and components which need to be removed prior to shredding under Article 30; Text Origin: Commission Proposal
Article 21(1), point (e)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
423	(e) the share of materials and substances preventing a high-quality recycling process, such as adhesives, composite plastics, or carbon-reinforced materials;	(e) the share of materials and substances preventing a high-quality recycling process, ~~such as adhesives, composite plastics, or carbon-reinforced materials;~~	(e) the share of materials and substances preventing a high-quality recycling process, such as adhesives, composite plastics, or carbon-reinforced materials;	
Article 21(1), point (f)				
424	(f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle;	(f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle;	(f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle;	(f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle; Text Origin: Commission Proposal
Article 21(1), point (g)				
425	(g) the presence and amount of substances referred to in Article 5(2).	(g) the presence and amount of substances referred to in Article 5(2).	(g) the presence and amount of substances referred to in Article 5(2).	(g) the presence and amount of substances referred to in Article 5(2). Text Origin: Commission Proposal
Article 21(2)				
426	2. The Commission is empowered to adopt delegated acts in accordance with Article 50 supplementing this Regulation by establishing detailed rules on how the criteria provided for in paragraph 1 are to be applied.	2. The Commission is empowered to adopt delegated acts in accordance with Article 50 supplementing this Regulation by establishing detailed rules on how the criteria provided for in paragraph 1 are to be applied.	2. The Commission is empowered to adopt ~~delegated acts/...~~ an implementing act in accordance with Article 50 ~~supplementing this Regulation by establishing/...~~ 51(2) to [...] establish[...] detailed rules on how the criteria provided for in paragraph 1 are to be applied. That implementing act shall be	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			adopted in accordance with the examination procedure referred to in Article 51(2).	
Article 22				
G 427	Article 22 Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State	Article 22 Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State	Article 22 Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State	Article 22 Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State Text Origin: Commission Proposal
Article 22(1)				
Y 428	1. Where a vehicle becomes an end-of-life vehicle in another Member State than the Member State within whose territory the vehicle was made available on the market for the first time, the producer of that vehicle or, where appointed in accordance with Article 18, the producer responsibility organisation shall ensure that the net costs of waste management operations referred to in Article 20 incurred by waste management operators in other Member States are covered.	1. Where a vehicle becomes an end-of-life vehicle in another Member State than the Member State within whose territory the vehicle was made available on the market for the first time, the producer of that vehicle or, where appointed in accordance with Article 18, the producer responsibility organisation shall ensure that the net costs of waste management operations referred to in Article 20 incurred by waste management operators in other Member States are covered.	1. Where a vehicle becomes an end-of-life vehicle in another Member State than the Member State within whose territory the vehicle was made available on the market for the first time, and no producer can be identified on the territory of the Member State where it becomes an end-of-life vehicle , the producer of that vehicle or, where appointed in accordance with Article 17, the producer responsibility organisation referred to in paragraph 2 of this Article shall ensure that the net costs of waste management operations referred to in Article 20 incurred	1. <u>1. Notwithstanding Article 20(1a)</u> , where a vehicle becomes an end-of-life vehicle in another Member State than the Member State within whose territory the vehicle was ~~made available~~ placed on the market ~~for the first time, the, and no~~ producer <u>can be identified on the territory of the Member State where it becomes an end-of-life vehicle, the manufacturer</u> of that vehicle ~~or, where appointed in accordance with Article 18, the producer responsibility organisation~~ shall ensure that the ~~net~~ costs of waste management operations referred to in Article ~~20~~ <u>20(1)(a) and 20(1)(d)</u>

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			by waste management operators in other Member States are covered.	incurred by waste management operators <u>are covered.</u> <u>[This obligation shall not apply in those in other Member States where vehicle owners are required to pay an administrative fee pursuant to paragraph 2a are covered.]</u> Text Origin: Acting DK Presidency1
Article 22(2)				
429	2. A producer or, where appointed in accordance with Article 18, a producer responsibility organisation shall:	2. A producer or, where appointed in accordance with Article 18, a producer responsibility organisation shall:	2. A producer placing a vehicle on the market or, where appointed in accordance with Article 18/.../ 17, a producer responsibility organisation in the Member State where the producer placed that vehicle on the market shall:	2. ~~A producer or, where appointed in accordance with Article 18, a producer responsibility organisation~~ <u>In order to fulfill its obligations under paragraph 1, a manufacturer</u> shall: Text Origin: Acting DK Presidency1
Article 22(2), point (a)				
430	(a) designate by a written mandate an appointed representative for the extended producer responsibility in each Member State;	(a) designate by a written mandate an ~~appointed~~ <u>authorised</u> representative <u>to act on its behalf in relation to specified tasks with regard to the producer's obligations</u> for the extended producer responsibility in each Member State;	(a) designate by a written mandate an ~~appointed~~ <u>authorised</u> representative for the extended producer responsibility in each Member State;	(a) designate by a written mandate an ~~appointed~~ <u>authorised</u> representative for the ~~extended producer responsibility~~ <u>cost allocation mechanism</u> in each Member State <u>and notify the competent authorities about the designations</u> ;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Acting DK Presidency1
	Article 22(2), point (b)			
431	(b) establish cross-border cooperation mechanisms with the waste management operators carrying out waste management operations referred to in Article 20.	(b) establish cross-border cooperation mechanisms with the waste management operators carrying out waste management operations referred to in Article 20.	(b) establish cross-border cooperation mechanisms with the waste management operators carrying out waste management operations referred to in Article 20.	(b) establish cross-border cooperation mechanisms with the waste management operators carrying out waste management operations referred to in Article 20 <u>(1)(a) and (1)(d).</u> <u>The manufacturer's authorised representative referred to in point (a) shall perform the tasks specified in the mandate received from the manufacturer. A manufacturer may designate a producer responsibility organisation to act as its authorised representative.</u> <u>The obligations of a manufacturer established outside of the Union, under points (a) and (b) may be fulfilled by the manufacturer's representative in the Union appointed in application of article 13(4) of Regulation (EU) 2018/858.</u> <u>X. Manufactures of vehicles in the categories M1 and N1 shall</u>

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				<u>demonstrate compliance with the requirements set out in paragraph 2.</u> <u>X. Producers shall make available on the market of a Member State only those vehicles in categories M1 and N1 whose manufacturer has complied with the requirements set out in paragraph 2.</u> Text Origin: Commission Proposal
Article 22(2), point (ba)				
Y 431a			2a. Member States may request vehicle owners to pay an administrative fee for used vehicles or vehicles for which no producer can be identified, that are registered in that Member State for the first time, to cover the costs of waste management operations as referred to in paragraph 1 of Article 20. The administrative fee shall not exceed the financial contribution pursuant to Article 20(1).	<u>2a. [Member States may request vehicle owners to pay an administrative fee for used vehicles or vehicles for which no producer can be identified in that Member State, that are registered in that Member State for the first time, to cover the costs of waste management operations as referred to in paragraph 1 of Article 20. The administrative fee shall not exceed the financial contribution pursuant to Article 20(1).]</u> Text Origin: Acting DK Presidency1

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 22(1a), second subparagraph				
431b		<i><u>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.</u></i>		
Article 22(3)				
432	3. The Member State where the vehicle became an end-of-life vehicle shall monitor producers' or, where appointed in accordance with Article 18, producer responsibility organisations' compliance with paragraphs 1 and 2. The monitoring shall be based on the information reported and verified by producers' or, where appointed in accordance with Article 18, producer responsibility organisations', to the competent authorities on the implementation of paragraphs 1 and 2, in particular on the calculation and allocation of costs for the management of end-of-life vehicles referred to in paragraph 1, with due regard for	3. The Member State where the vehicle became an end-of-life vehicle shall monitor producers' or, where appointed in accordance with Article 18, producer responsibility organisations' compliance with paragraphs 1 and 2. The monitoring shall be based on the information reported and verified by producers' or, where appointed in accordance with Article 18, producer responsibility organisations', to the competent authorities on the implementation of paragraphs 1 and 2, in particular on the calculation and allocation of costs for the management of end-of-life vehicles referred to in paragraph 1, with due regard for	3. The Member State where the vehicle became an end-of-life vehicle shall monitor producers' or, where appointed in accordance with Article ~~18/...~~ 17, producer responsibility organisations' compliance with paragraphs 1 and 2. The monitoring shall be based on the information reported and verified by producers' or, where appointed in accordance with Article ~~18/...~~ 17, producer responsibility organisations', to the competent authorities on the implementation of paragraphs 1 and 2, in particular on the calculation and allocation of costs for the management of end-of-life vehicles referred to in paragraph 1,	3. The Member State where the vehicle became an end-of-life vehicle shall monitor ~~producers'~~ <i>or, where appointed in accordance with Article 18, producer responsibility</i> ~~organisations'~~ <i>manufactures and their authorised representatives</i> compliance with paragraphs 1 and 2. The monitoring shall be based on the information reported and verified by ~~producers' or, where appointed in accordance with Article 18, producer responsibility organisations'~~ <i>manufacturers and their authorised representatives</i> to the competent authorities on the implementation of paragraphs 1 and 2, in particular on the

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	business confidentiality and other concerns regarding competitiveness.	business confidentiality and other concerns regarding competitiveness.	with due regard for business confidentiality and other concerns regarding competitiveness.	calculation and allocation of costs for the management of end-of-life vehicles referred to in paragraph 1, with due regard for business confidentiality and other concerns regarding competitiveness. Text Origin: Acting DK Presidency1
Article 22(4)				
433	4. Where necessary to ensure compliance with this Article and avoid distortion of the single market, the Commission is empowered to adopt delegated acts in accordance with Article 50 this Regulation by laying down detailed rules on the obligations of the producers, Member States and waste management operators and the features of the mechanisms referred to in paragraph 1.	4. Where necessary to ensure compliance with this Article and avoid distortion of the single market, the Commission is empowered to adopt delegated acts in accordance with Article 50 this Regulation by laying down detailed rules on the obligations of the producers, Member States and waste management operators and the features of the mechanisms referred to in paragraph 1.	4. Where necessary to ensure compliance with this Article and avoid distortion of the single market and taking into account information provided by the Member States pursuant to the cooperation and monitoring activities referred to in paragraphs 2 and 3 , the Commission is empowered to adopt delegated acts in accordance with Article 50 this Regulation by laying down detailed rules on the obligations of the producers, Member States and waste management operators and the features of the mechanisms referred to in paragraph 1.	4. Where necessary to ensure compliance with this Article and avoid distortion of the single market <u>and taking into account information provided by the Member States pursuant to the cooperation and monitoring activities referred to in paragraphs 2 and 3</u> , the Commission is empowered to adopt delegated acts in accordance with Article 50 ~~this Regulation by laying~~ <u>This empowerment aims, in particular, at avoiding distortion of the single market and ensuring a level playing field for economic operators established within and outside the Union. The delegated acts may lay</u> down detailed rules on the obligations of the <u>manufacturers, in particular those established</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>outside of the Union, the manufacturers' authorised representatives</u>, producers, Member States and waste management operators and the features of the mechanisms referred to in ~~paragraph 1~~ <u>this Article</u>. Text Origin: Acting DK Presidency1
SECTION 3				
G 434	SECTION 3 Collection of end-of-life vehicles	SECTION 3 Collection of end-of-life vehicles	SECTION 3 Collection of end-of-life vehicles	SECTION 3 Collection of end-of-life vehicles Text Origin: Commission Proposal
Article 23(4), first subparagraph -a				
434a			4. In order to issue a permit, the competent authority shall verify that such establishment or undertaking has the capacity that is necessary to carry out the following obligations:	
Article 23				
G 435	Article 23 Collection of end-of-life vehicles	Article 23 Collection of end-of-life vehicles	Article 23 Collection of end-of-life vehicles	Article 23 Collection of end-of-life vehicles Text Origin: Commission Proposal

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 23(1a)								
435a				<u><i>-1. 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.</i></u>				<u><i>-1. Producers shall ensure that all vehicles that they have made available on the market for the first time in the territory of a Member State are collected when those vehicles become end-of-life vehicles.</i></u> Text Origin: EP Mandate
Article 23(1), first subparagraph								
436	1. 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.	1. <u>To this end</u> , 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.~~	1. The producers or, where appointed in accordance with Article ~~18~~ <u>17</u> , 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 and which have become end-of-life vehicles.	1. <u>To this end</u> , the producers or, where appointed in accordance with Article ~~18~~ <u>17</u> , 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.~~				 Text Origin: EP Mandate
Article 23(1), second subparagraph								
437	Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article 18, producer responsibility	Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article 18, producer responsibility	Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article ~~18~~ <u>17</u> , producer responsibility	Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article ~~18~~ <u>17</u> , producer responsibility				

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	organisations set up collection systems for all end-of-life vehicles.	organisations set up collection systems for all end-of-life vehicles.	organisations set up collection systems for all end-of-life vehicles.	organisations set up collection systems for all end-of-life vehicles. Text Origin: EP Mandate
	Article 23(2)			
438	2. The producers or, where appointed in accordance with Article 18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1:	2. The producers or, where appointed in accordance with Article 18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1:	2. The producers or, where appointed in accordance with Article ~~18~~ /.../ 17, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1:	2. The producers or, where appointed in accordance with Article ~~18~~ /18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1: Text Origin: EP Mandate
	Article 23(2), point (a)			
439	(a) cover the whole territory of the Member State;	(a) cover the whole territory of the Member State;	(a) cover the whole territory of the Member State;	(a) cover the whole territory of the Member State; Text Origin: Commission Proposal
	Article 23(2), point (b)			
440	(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 <u>and collection points</u> , 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 ~~is~~ most profitable;	(b) ~~ensure~~ [...] are provided with adequate availability of authorised treatment facilities or 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 ~~is~~ most profitable;	(b) ~~ensure~~ [...] <u>are provided with</u> adequate availability of authorised treatment facilities <u>or collection points</u> , 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 ~~is~~ most profitable;

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				Text Origin: Council Mandate
	Article 23(2), point (c)			
Y	441 (c) ensure collection of waste parts from repairs of vehicles;	deleted	(c) ensure collection of waste parts from repairs of vehicles;	Y
	Article 23(2), point (d)			
Y	442 (d) enable collection of end-of-life vehicles of every brand, irrespective of their origin;	(d) enable collection of end-of-life vehicles ~~of every brand~~ <u>that they have made available on the market</u> , irrespective of their origin;	(d) enable collection of end-of-life vehicles of every brand, irrespective of their origin;	Y Text Origin: Council Mandate
	Article 23(2), point (e)			
Y	443 (e) enable the delivery of all end-of-life vehicles free of charge to authorised treatment facilities as provided in Article 24(2).	(e) enable the delivery of all end-of-life vehicles free of charge to authorised treatment facilities <u>or collection points</u> , as provided in Article 24(2).	(e) enable the ~~delivery~~ <u>[...]</u> acceptance of all end-of-life vehicles free of charge to collection points or authorised treatment facilities as provided in Article 24(2).	Y Text Origin: Council Mandate
	Article 23(3)			
G	444 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	3. Producers or, where appointed in accordance with Article 18, producer responsibility organisations shall <u>publish and regularly update the list of collection points and authorised treatment facilities on their websites and</u> carry out educational	3. Producers or, where appointed in accordance with Article ~~18~~ <u>[...]</u> 17 , producer responsibility organisations shall publish and regularly update the list of collection points and authorised treatment facilities on their websites and carry out	G 3. Producers or, where appointed in accordance with Article ~~18~~ <u>17</u> , producer responsibility organisations shall <u>publish and regularly update the list of collection points and authorised treatment facilities on their websites and</u> carry out

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	improper collection and handling of end-of-life vehicles.	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.	educational campaigns promoting the collection system ~~systems~~ for end-of-life vehicles and informing about environmental consequences of improper collection and handling of end-of-life vehicles. Member States may require that the educational campaigns shall be coordinated within the Member State, in collaboration with both the producers or, where appointed in accordance with Article 17, producer responsibility organisations and competent authorities.	educational campaigns promoting the collection ~~system~~ <u>systems</u> for end-of-life vehicles and informing about environmental consequences of improper collection and handling of end-of-life vehicles. <u>Member States may require that the educational campaigns shall be coordinated within the Member State, in collaboration with both the producers or, where appointed in accordance with Article 17, producer responsibility organisations and competent authorities.</u> Text Origin: Council Mandate
	Article 23(4), first subparagraph			
Y	445 4. Member States may authorise waste management operators other than authorised treatment facilities to set up collection points for end-of-life vehicles.	4. ~~Member States may authorise waste management operators~~ <u>Collection points</u> other than authorised treatment facilities ~~to set up collection points for~~ <u>may collect</u> end-of-life vehicles.	4. Member States may authorise ~~waste management operators~~ [...] collection points other than authorised treatment facilities [...] to collect ~~to set up collection points for~~ end-of-life vehicles.	
	Article 23(4), second subparagraph			
Y	446 The waste management operator operating the collection point shall:	The waste management operator operating the collection point shall:	~~The waste management operator operating the collection point shall: [...]~~	
	Article 23(4), second subparagraph, point (-a)			

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G 446a			The collection points shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit. In order to issue a permit, the competent authority shall verify that such establishment or undertaking has the capacity that is necessary to carry out the following obligations:	<u><i>(-a) The collection points shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit. In order to issue a permit, the competent authority shall verify that such establishment or undertaking has the capacity that is necessary to carry out the following obligations:</i></u> Text Origin: Council Mandate
Article 23(4), second subparagraph, point (a)				
G 447	(a) ensure that the collection point meets the conditions for storage of end-of-life vehicles, laid down in Part A of Annex VII;	(a) ensure that the collection point meets the conditions for storage of end-of-life vehicles, laid down in Part A of Annex VII;	(a) ~~ensure that the collection point meets the conditions for storage of[...]~~ collect the end-of-life vehicles, ~~laid down in and temporarily store them in accordance with[...]~~ Part A of Annex VII;	(a) ~~ensure that the collection point meets the conditions for storage of[...]~~ collect the end-of-life vehicles, ~~laid down in and temporarily store them in accordance with[...]~~ Part A of Annex VII; Text Origin: Council Mandate
Article 23(4), second subparagraph, point (b)				
G 448	(b) be authorised by the competent authorities referred to in Article 14 to collect end-of-life vehicles and be registered in the respective register;	(b) be authorised by the competent authorities referred to in Article 14 to collect end-of-life vehicles and be registered in the respective register;	(b) ~~be authorised by the competent authorities referred to in Article 14 to collect[...]~~ prepare for the transfer of the collected end-of-life vehicles ~~and be~~	(b) ~~be authorised by the competent authorities referred to in Article 14 to collect[...]~~ prepare for the transfer of the collected end-of-life vehicles ~~and be~~

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			registered in the respective register to authorised treatment facilities by preventing the accidental leakage of fluids and unauthorised access to the collection point;	~~registered in the respective register~~ to authorised treatment facilities by preventing the accidental leakage of fluids and unauthorised access to the collection point; Text Origin: Council Mandate
	Article 23(4), second subparagraph, point (ba)			
G 448a			(ba) arrange for transport to an authorised treatment facility when eight or more end-of-life vehicles are stored at the same time at the collection point; and	(ba) ~~CSL text deleted~~
	Article 23(4), second subparagraph, point (bb)			
G 448b		(ba) ~~hold a permit in accordance with Article 23 of Directive 2008/98/EC;~~		(bb) ~~deleted~~
	Article 23(4), second subparagraph, point (bc)			
G 448c		(bb) ~~transfer the collected end-of-life vehicles to authorised treatment facilities;~~		(bc) ~~deleted~~
	Article 23(4), second subparagraph, point (c)			
G 449	(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 ~~one year~~ <u>6 months</u> 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 one ~~year~~ [...] month 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 ~~one year~~ <u>2 months</u> from receipt of the end-of-life vehicle; and

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				Text Origin: EP Mandate
	Article 23(4), second subparagraph, point (d)			
G	450 (d) meet all other applicable conditions for storage of waste laid down in national law.	(d) meet all other applicable conditions for storage of waste laid down in national law.	(d) ~~meet all other applicable conditions for storage of waste laid down in national law[...]~~	(d) ~~meet all other applicable conditions for storage of waste laid down in national law[...]~~ Text Origin: Council Mandate
	Article 23(5)			
G	451 5. The waste management operators, including authorised treatment facilities, 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.	5. The ~~waste management operators, including~~ <u>collection points or the</u> authorised treatment facilities, 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.	5. The ~~waste management operators, including authorised treatment facilities,~~ <u>collection points</u> [...] 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.	5. The ~~waste management operators, including authorised treatment facilities,~~ <u>collection points [...]</u> 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. Text Origin: Council Mandate
	Article 23(5a)			
G	451a	<u>5a. Member States may adopt measures requiring that the collection points are cooperating with the producers or, where appointed in accordance with</u>		deleted

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>Article 18(1), with the producer responsibility organisations.</u>		
Article 24				
452	Article 24 Delivery of end-of-life vehicles to authorised treatment facilities	Article 24 Delivery of end-of-life vehicles to authorised treatment facilities	Article 24 ~~Delivery of end-of-life vehicles to authorised treatment facilities~~ <u>Delivery of end-of-life vehicles</u> <u>[...]</u>	Article 24 ~~Delivery of end-of-life vehicles to authorised treatment facilities~~ <u>Delivery of end-of-life vehicles</u> <u>[...]</u> Text Origin: Council Mandate
Article 24(1)				
453	1. All end-of-life vehicles shall be delivered for treatment to authorised treatment facilities.	1. All end-of-life vehicles shall be delivered for treatment to authorised treatment facilities.	1. ~~All~~ The vehicle owner, and any economic operator acting on behalf of the vehicle owner, of a vehicle that becomes an end-of-life vehicle shall be delivered for treatment to deliver it to an authorised treatment facilities facility or to a collection point without undue delay. [...]	1. <u>The vehicle owner, and any economic operator acting on behalf of the vehicle owner, of a vehicle that becomes an end-of-life vehicle shall deliver it to an authorised treatment facility or to a collection point without undue delay.</u> All end-of-life vehicles <u>for which no owner can be identified</u> shall be delivered for treatment to authorised treatment facilities. Text Origin: Council Mandate
Article 24(2)				
454	2. Delivery of an end-of-life vehicle to an authorised treatment facility shall be free of charge for	2. Delivery of an end-of-life vehicle to an authorised treatment facility <u>or a collection point</u> shall	2. Delivery of an end-of-life vehicle ~~to an authorised treatment facility,~~ including spare or	2. Delivery of an end-of-life vehicle to an authorised treatment facility <u>or a collection point</u> shall

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	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.	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.	replacement parts following repair and maintenance of the vehicle, [...] 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.	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. Text Origin: EP Mandate
	Article 24, first subparagraph			
Y	454a		Essential parts for the purpose of this article are:	Y
	Article 24(2a)			
Y	454b		(a) e-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;	Y
	Article 24(2b)			
Y	454c		(b) electric vehicle batteries as defined in Article 3, point (14), of Regulation (EU) 2023/1542;	Y
	Article 24(2c)			
Y	454d		(c) engines;	Y
	Article 24(2d)			
Y	454e		(d) catalytic converters;	Y

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
		Article 24(2e)						
Y		454f			(e)	gear boxes;		Y
		Article 24(f)						
Y		454g			(f)	bodywork.		Y
		Article 24(2a)						
G		454h		<u>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.</u>		In case of a missing electric vehicle battery, the delivery of the end-of-life vehicle shall remain free of charge if the last vehicle owner provides documentation to proof that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542.	<u>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.</u> Text Origin: EP Mandate	G
		Article 24(3)						
Y		454i			3.	The requirements set out in paragraph 2 shall not apply for vehicles that have been declared as technical total loss by the insurance companies.		Y
		Article 25						
G		455	Article 25 Certificate of destruction	Article 25 Certificate of destruction		Article 25 Certificate of destruction	Article 25 Certificate of destruction Text Origin: Commission Proposal	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 25(1)				
456	1. Authorised treatment facilities shall issue a certificate of destruction for every treated end-of-life vehicle to the last owner of the end-of-life vehicle. The certificate of destruction shall contain the information listed in Annex IX.	1. Authorised treatment facilities shall issue a certificate of destruction for every treated end-of-life vehicle to the last owner of the end-of-life vehicle. The certificate of destruction shall contain the information listed in Annex IX.	1. Authorised treatment facilities shall issue a certificate of destruction ~~for every treated~~ [...] to the last vehicle owner upon delivery of the end-of-life vehicle to the ~~last owner of the end-of-life vehicle~~ authorised treatment facility . The certificate of destruction shall ~~contain the information listed~~ [...] be issued in accordance with the template set out in Annex IX. This obligation shall not apply to vehicles in category L which are not subject to registration in the Member State concerned.	1. Authorised treatment facilities shall issue a certificate of destruction ~~for every treated~~ [...] <u>to the last vehicle owner upon delivery of the</u> end-of-life vehicle to the ~~last owner of the end-of-life vehicle~~ <u>authorised treatment facility</u> . The certificate of destruction shall ~~contain the information listed~~ [...] <u>be issued in accordance with the template set out</u> in Annex IX. Text Origin: Council Mandate
Article 25(2)				
457	2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant authorities of the Member State, including the competent authorities designated under Article 14.	2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant authorities of the Member State, including the competent authorities designated under Article 14.	2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant authorities of the Member State, including the competent authorities designated under Article 14. The authorised treatment facility shall provide a copy of the electronic notification to the last vehicle owner and any economic	2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant authorities of the Member State, including the competent authorities designated under Article 14. <u>The authorised treatment facility shall provide a copy of the electronic notification to the last vehicle owner and any</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			operator acting on behalf of the vehicle owner.	<u><i>economic operator acting on behalf of the vehicle owner.</i></u> Text Origin: Council Mandate
Article 25(3)				
458	3. In case the end-of-life vehicle, for which a certificate of destruction has been issued in a Member State, is registered in another Member State, the vehicle registration authorities of the Member State where the certificate of destruction was issued shall inform the relevant vehicle registration authorities of the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question.	3. In case the end-of-life vehicle, for which a certificate of destruction has been issued in a Member State, is registered in another Member State, the vehicle registration authorities of the Member State where the certificate of destruction was issued shall inform the relevant vehicle registration authorities of the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question.	3. In case the end-of-life vehicle, for which a certificate of destruction has been issued in a Member State, is registered in another Member State, the ~~vehicle~~ <u>registration[...]</u> relevant authorities ~~of[...]~~ designated by the Member State where the certificate of destruction was issued shall inform the relevant ~~vehicle registration[...]~~ authorities ~~of[...]~~ designated by the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question.	3. In case the end-of-life vehicle, for which a certificate of destruction has been issued in a Member State, is registered in another Member State, the ~~vehicle~~ <u>registration[...]</u> relevant authorities ~~of[...]~~ <u>designated by</u> the Member State where the certificate of destruction was issued shall inform the relevant ~~vehicle~~ <u>registration[...]</u> authorities ~~of[...]~~ <u>designated by</u> the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question. Text Origin: Council Mandate
Article 25(4)				
459	4. The relevant authorities of a Member State shall cancel the registration of an end-of-life vehicle only after receiving the certificate of destruction for that vehicle.	4. The relevant authorities of a Member State shall cancel the registration of an end-of-life vehicle only after receiving the certificate of destruction for that vehicle.	4. The relevant vehicle registration authorities ~~of a Member State~~ <u>[...]</u> shall cancel the registration of an end-of-life vehicle only after receiving the certificate of destruction for that vehicle.	4. The relevant <u>vehicle registration</u> authorities ~~of a Member State~~ <u>[...]</u> shall cancel the registration of an end-of-life vehicle only after receiving the certificate of destruction for that vehicle.

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Council Mandate
	Article 25(5)			
G	460 5. Certificates of destruction issued in a Member State shall be recognised in all other Member States.	5. Certificates of destruction issued in a Member State shall be recognised in all other Member States.	5. Certificates of destruction issued in a Member State shall be recognised in all other Member States.	5. Certificates of destruction issued in a Member State shall be recognised in all other Member States. Text Origin: Commission Proposal
	Article 25(5a)			
Y	460a	<u>5a. Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall:</u> <u>(a) set out a maximum period for which such de-registration may be granted, but not longer than four years;</u> <u>(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.</u>		
	Article 26			
G	461 Article 26 Obligations for the vehicle owner	Article 26 Obligations for the vehicle owner	deleted	Article 26

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<i>Obligations for the vehicle owner</i> ~~deleted~~
	Article 26, first paragraph			
G	462	The owner of a vehicle that becomes an end-of-life vehicle shall:	deleted	<i>The owner of a vehicle that becomes an end-of-life vehicle shall:</i> ~~deleted~~
	Article 26, first paragraph, point (a)			
G	463	(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;	deleted	(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;~~ ~~I;~~ ~~deleted~~
	Article 26, first paragraph, point (b)			
G	464	(b) present a certificate of destruction to the relevant registration authority.	deleted	deleted
	Article 26, first paragraph a			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R	464a	<u>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.</u>		
	Article 26, first paragraph a			
G	464b	<u>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.</u>		<u>deleted</u>
	SECTION 4			
G	465	SECTION 4 Treatment of end-of-life vehicles	SECTION 4 Treatment of end-of-life vehicles	SECTION 4 Treatment of end-of-life vehicles Text Origin: Commission Proposal
	Article 27			
G	466	Article 27 Obligations for authorised treatment facilities	Article 27 Obligations for authorised treatment facilities	Article 27 Obligations for authorised treatment facilities Text Origin: Commission Proposal
	Article 27(1)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 467	1. Authorised treatment facilities shall ensure that all end-of-life vehicles and their parts, components and materials, as well as waste parts from repairs of vehicles, are accepted and treated in compliance with the conditions set out in their permits, as well as in accordance with this Regulation.	1. Authorised treatment facilities shall ensure that all end-of-life vehicles and their parts, components and materials, as well as waste parts from repairs of vehicles, are accepted and treated in compliance with the conditions set out in their permits, as well as in accordance with this Regulation.	1. Authorised treatment facilities shall ensure that all end-of-life vehicles and their parts, components and materials, as well as waste parts from repairs of vehicles, are accepted and treated in compliance with the conditions set out in their permits, as well as in accordance with this Regulation.	1. Authorised treatment facilities shall ensure that all end-of-life vehicles and their parts, components and materials, as well as waste parts from repairs of vehicles, are accepted and treated in compliance with the conditions set out in their permits, as well as in accordance with this Regulation. Text Origin: Commission Proposal
Article 27(2)				
Y 468	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, <u>32, 34, 35 and 36</u> ~~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, 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, 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[...]~~ Text Origin: Council Mandate
Article 27(3), first subparagraph				
G 469	3. Authorised treatment facilities shall:	3. Authorised treatment facilities shall:	3. Authorised treatment facilities shall:	3. Authorised treatment facilities shall: Text Origin: Commission Proposal
Article 27(3), first subparagraph, point (a)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
470	(a) store, even temporarily, all end-of-life vehicles and their parts, components and materials in compliance with the minimum requirements set out in Part A of Annex VII;	(a) store, even temporarily, all end-of-life vehicles and their parts, components and materials in compliance with the minimum requirements set out in Part A of Annex VII;	(a) store, even temporarily, all end-of-life vehicles and their parts, components and materials in compliance with the minimum requirements set out in Part A of Annex VII;	(a) store, even temporarily, all end-of-life vehicles and their parts, components and materials in compliance with the minimum requirements set out in Part A of Annex VII; Text Origin: Commission Proposal
Article 27(3), first subparagraph, point (b)				
471	(b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII;	(b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII;	(b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII;	(b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII; Text Origin: Commission Proposal
Article 27(3), first subparagraph, point (c)				
472	(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;	(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 <u>in accordance with Articles 30 and 31, taking into account the market potential for reuse,</u>	(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 [...]~~ in compliance with Article 30 and 31;	(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~~ <u>in compliance with Article 30 and 31;</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>remanufacturing or refurbishment of those parts and components and the need for the high quality of the scrap;</u>		Text Origin: Council Mandate
Article 27(3), first subparagraph, point (d)				
G 473	(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.	(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.~~	(d) treat all end-of-life vehicles and their parts, components and materials in accordance with Articles 28, 29, 30, 31, 32, 35 and 36 and Annex VII of this Regulation , 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~~ [...];	(d) treat all end-of-life vehicles and their parts, components and materials in accordance with <u>Articles 28, 29, 30, 31, 32, 35 and 36 and Annex VII of this Regulation</u> , 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~~ [...]. Text Origin: Council Mandate
Article 27(3), first subparagraph, point (da)				
Y 473a			(e) ensure that all treatment for end-of-life vehicles referred to in paragraph 2 results in meeting the targets of Article 34, and shall apply best available techniques when applicable as defined in Article 3(10) of Directive 2010/75/EU.	(e) Text Origin: Council Mandate
Article 27(3), first subparagraph, point (da)				
Y 473b		<u>(da) send all end-of-life vehicles after depollution and</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>removal of parts to a facility where their shredding is carried out;</u>		
	Article 27(3), first subparagraph, point (db)			
Y	473c	<u>(db) treat the received end-of-life vehicle within 6 months of the delivery date.</u>		<u>(db) treat the received end-of-life vehicle within 12 months of the delivery date.</u> Text Origin: EP Mandate
	Article 27(3), second subparagraph			
Y	474	In addition to the requirements set out in Article 35 of Directive 2008/98/EC, the authorised treatment facilities shall electronically store the record of the performed treatment operations of end-of-life vehicles for 3 years, and be able to present this information, upon request by relevant national authorities.	In addition to the requirements set out in Article 35 of Directive 2008/98/EC, the authorised treatment facilities shall electronically store the record of all the performed treatment operations, referred to in points (a) to (e) , of end-of-life vehicles for 3 years, and be able to present this information, upon request by relevant national authorities.	In addition to the requirements set out in Article 35 of Directive 2008/98/EC, the authorised treatment facilities shall electronically store the record of <u>all</u> the performed treatment operations, <u>referred to in points (a) to (e)</u> , of end-of-life vehicles for 3 years, and be able to present this information, upon request by relevant national authorities. Text Origin: Council Mandate
	Article 27(4)			
G	475	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	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	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

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	for end-of-life vehicles to scientific and technical progress.	scientific and technical progress- <u>in treatment technologies,</u> <u>including:</u>	scientific and technical progress- in treatment technologies, including:	scientific and technical progress- <u>in treatment technologies,</u> <u>including:</u> Text Origin: EP Mandate
	Article 27(4), point a			
G	475a	<u>4a. by adding, deleting or revising the parts and components listed in Part C of Annex VII;</u>	(a) adding, deleting or revising the parts and components listed in Part C of Annex VII;	<u>(a) adding, deleting or revising the parts and components listed in Part C of Annex VII;</u> Text Origin: Council Mandate
	Article 27(4), point b			
G	475b	<u>4b. by amending or supplementing the requirements listed in of Part G of Annex VII.</u>	(b) revising the target values for the output fractions listed in point 2 of Part G of Annex VII;	<u>(b) revising the target values for the output fractions listed in point 2 of Part G of Annex VII;</u> Text Origin: Council Mandate
	Article 27(4), point c			
G	475c		(c) expanding the list of aluminium alloy types listed in point 2b of Part G of Annex VII;	<u>(c) expanding the list of aluminium alloy types listed in point 2b of Part G of Annex VII;</u> Text Origin: Council Mandate
	Article 27(4), point d			
G	475d		(d) adding quality requirements to enhance the separation of recyclable plastics and target values for subsequent recycling technologies applicable	<u>(d) adding quality requirements to enhance the separation of recyclable plastics and target values for subsequent</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			to point 2 of Part G of Annex VII.	<u>recycling technologies applicable to point 2 of Part G of Annex VII.</u> Text Origin: Council Mandate
Article 27(5)				
G 476	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 <u>and to conduct audits</u> in accordance with Regulation (EC) No 1221/2009.	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 <u>and to have audits conducted</u> in accordance with Regulation (EC) No 1221/2009. Text Origin: EP Mandate
Article 28				
G 477	Article 28 General requirements for shredding	Article 28 General requirements for shredding	Article 28 General requirements for shredding	Article 28 General requirements for shredding Text Origin: Commission Proposal
Article 28(1)				
Y 478	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	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	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 carrying out shredding operations shall request that end-of-life vehicles	1. From [OP: Please insert the date = the first day of the month following <u>...</u> 36 months after the date of entry into force of this Regulation] authorised treatment facilities and other waste management operators <u>carrying out shredding operations</u> shall request that end-of-life vehicles

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	delivered to them for shredding are accompanied by the following:	are <u>depolluted in accordance with Article 29 and their parts and components removed in accordance with Article 30 and</u> <u>are</u> accompanied by the following:	delivered to them for shredding are accompanied by the following, or large structural parts and components from the chassis or bodywork from end-of-life vehicles of categories N2, N3, M2, M3 and O delivered to them for shredding or cutting are [...]:	delivered to them for shredding ~~are accompanied by the following,~~ <u>or large structural parts and components from the chassis or bodywork from end-of-life vehicles of categories N2, N3, M2, M3 and O delivered to them for shredding or cutting are [...]:</u> Text Origin: Council Mandate
Article 28(1), point (a)				
479	(a) documentation which includes the Vehicle Identification Number (VIN) for the end-of-life vehicle concerned;	(a) documentation which includes the Vehicle Identification Number (VIN) for the end-of-life vehicle concerned;	(a) ~~documentation which includes the Vehicle Identification Number (VIN) for the end-of-life vehicle concerned~~ [...] depolluted according to Article 29 and their parts and components removed according to Article 30; and	(a) ~~documentation which includes the Vehicle Identification Number (VIN) for the end-of-life vehicle concerned~~ [...] <u>depolluted according to Article 29 and their parts and components removed according to Article 30; and</u> Text Origin: Council Mandate
Article 28(1), point (b)				
480	(b) a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned.	(b) a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned.	(b) accompanied by a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned.	(b) <u>accompanied by</u> a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned. Text Origin: Council Mandate
Article 28(2)				
481	2. Authorised treatment facilities and waste management operators receiving end-of-life	2. Authorised treatment facilities and waste management operators receiving end-of-life	2. Authorised treatment facilities and waste management operators carrying out shredding	2. Authorised treatment facilities and waste management operators <u>carrying out shredding</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	vehicles not compliant with the requirements set out in paragraph 1 shall:	vehicles not compliant with the requirements set out in paragraph 1 shall:	operations and receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall:	<u>operations and</u> receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall: Text Origin: Council Mandate
Article 28(2), point (a)				
Y 482	(a) report the non-compliance to the competent authority;	(a) report the non-compliance to the competent authority;	(a) report the non-compliance to the competent authority, including name and contact details of the natural or legal person who delivered the end-of-life vehicle to the authorised treatment facility or other waste management operator for shredding;	(a) report the non-compliance to the competent authority, <u>including name and contact details of the natural or legal person who delivered the end-of-life vehicle to the authorised treatment facility or other waste management operator for shredding;</u> Text Origin: Council Mandate
Article 28(2), point (b)				
Y 483	(b) refrain from using those end-of-life vehicles in their shredding operations unless the competent authority authorises such operations.	(b) refrain from using those end-of-life vehicles in their shredding operations unless the competent authority authorises such operations.	(b) refrain from using those end-of-life vehicles in their shredding operations unless the competent authority authorises such operations or until the necessary steps to treat the end-of-life vehicle in accordance with Article 29 and 30 and to issue a certificate of destruction in accordance with Article 25 have been taken.	(b) refrain from using those end-of-life vehicles in their shredding operations unless the competent authority authorises such operations <u>or until the necessary steps to treat the end-of-life vehicle in accordance with Article 29 and 30 and to issue a certificate of destruction in accordance with Article 25 have been taken.</u> Text Origin: Council Mandate

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 28(3)								
Y	484	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.	3.	<u>Authorised treatment facilities and</u> waste management operators conducting shredding of end-of-life vehicles shall ~~not be able to~~ mix end-of-life vehicles, their parts, components and materials with packaging waste and waste electrical and electronic equipment, <u>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.</u>	3.	Authorised treatment facilities and waste management operators conducting shredding of end-of-life vehicles shall ~~not mix~~ [...] only shred end-of-life vehicles, their parts, components and materials together with [...] ~~other with packaging waste and waste electrical and electronic equipment~~ if the criteria and limit values of Part G, point (1) and (2), of Annex VII are met.	3.	<u>Authorised treatment facilities and</u> waste management operators conducting shredding of end-of-life vehicles shall ~~not be able to~~ mix end-of-life vehicles, their parts, components and materials with packaging waste and waste electrical and electronic equipment, <u>if the criteria and limit values of Part G, point (1) and (2), of Annex VII are met.</u> Text Origin: EP Mandate
Article 28(3a)								
G	484a		3a.	<u>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).</u>				
Article 28(3b)								

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
G	484b			<u>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:</u> <u>(a) the total copper content of the main steel fraction;</u> <u>(b) aluminium cast alloys fraction and wrought alloy fraction;</u> <u>(c) the necessary separation processes and the residue fraction of these processes.</u>				
Article 29								
G	485	Article 29 Depollution of end-of-life vehicles		Article 29 Depollution of end-of-life vehicles		Article 29 Depollution of end-of-life vehicles		Article 29 Depollution of end-of-life vehicles Text Origin: Commission Proposal
Article 29(1)								
G	486	1. As soon as possible after delivery of an end-of-life vehicle to the authorised treatment facility,		1. ~~As soon as possible after~~ <u>Within 30 days of</u> delivery of an end-of-life vehicle to the		1. ~~As soon as possible~~ [...] Within 30 days after delivery of an end-of-life vehicle to the		1. ~~As soon as possible after~~ <u>Within 30 days of</u> delivery of an end-of-life vehicle to the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	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.	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.	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. Text Origin: EP Mandate
Article 29(2)				
487	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.	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. <u><i>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.</i></u>	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.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>Ia. 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)</u>		
Article 29(3)				
488	3. The parts, components and materials containing substances referred to in Article 5(2) shall be removed from the end-of-life vehicles, and handled in accordance with Article 17 of Directive 2008/98/EC.	3. The parts, components and materials containing substances referred to in Article 5(2) shall be removed from the end-of-life vehicles, and handled in accordance with Article 17 of Directive 2008/98/EC.	3. The parts, components and materials containing substances referred to in Article 5(2) shall be removed from the end-of-life vehicles, and handled in accordance with Article 17 of Directive 2008/98/EC.	3. The parts, components and materials containing substances referred to in Article 5(2) shall be removed from the end-of-life vehicles, and handled in accordance with Article 17 of Directive 2008/98/EC. Text Origin: Commission Proposal
Article 29(4)				
489	4. The batteries shall be separately removed from end-of-life vehicles and stored in a designated area for further treatment in accordance with Article 70(3) of Regulation (EU) 2023/ [OP: Batteries Regulation].	4. The batteries shall be separately removed from end-of-life vehicles and stored in a designated area for further treatment in accordance with Article 70(3) of Regulation (EU) 2023/ [OP: Batteries Regulation].	4. The batteries shall be separately removed from end-of-life vehicles and stored in a designated area for further treatment in accordance with Article 70(3) of Regulation (EU) 2023/ [OP: Batteries Regulation] 2023/1542 [...].	4. The batteries shall be separately removed from end-of-life vehicles and stored in a designated area for further treatment in accordance with Article 70(3) of Regulation (EU) ~~2023/ [OP: Batteries Regulation]~~ <u>2023/1542 [...]</u> . Text Origin: Council Mandate
Article 29(5)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	490 5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with Articles 18 and 19 of Directive 2008/98/EC.	5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with Articles 18 and 19 of Directive 2008/98/EC.	5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with Articles 18 and 19 of Directive 2008/98/EC.	5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with Articles 18 and 19 of Directive 2008/98/EC. Text Origin: Commission Proposal
Article 29(6)				
Y	491 6. The authorised treatment facility shall document the depollution of end-of-life vehicles, by recording the information listed in Part B, point 3, of Annex VII.	6. The authorised treatment facility shall document the depollution of end-of-life vehicles, by recording the information listed in Part B, point 3, of Annex VII.	6. The authorised treatment facility shall document the depollution of end-of-life vehicles, by recording the information listed in Part B, point 3, of Annex VII and report this information for each calendar year to the competent authority of the Member State where the end-of-life vehicles were collected, within six months of the end of the calendar year and in a format designated by the competent authority of the Member State.	6. The authorised treatment facility shall document the depollution of end-of-life vehicles, by recording the information listed in Part B, point 3, of Annex VII and report this information for each calendar year to the competent authority of the Member State [where the end-of-life vehicles were collected, within the time-limit and in a format set out by the competent authority of the Member State]. Text Origin: Council Mandate
Article 30				
Y	492 Article 30 Mandatory removal of parts and components for reuse and recycling prior to shredding	Article 30 ~~—~~ Mandatory removal of parts and components for reuse, <u>remanufacturing, repair,</u> and recycling prior to shredding	Article 30 ~~—~~ Mandatory removal of parts and components for reuse and recycling prior to shredding	Article 30 ~~—~~ Mandatory removal of parts and components for reuse, <u>remanufacturing, [refurbishment]</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>/repair</u> and recycling prior to shredding Text Origin: EP Mandate
Article 30(1)				
493	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.	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, <u>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</u> after the depollution operations referred to in Article 29, have been completed.	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 or compacting , after the depollution operations referred to in Article 29, have been completed, in a non-destructive way for parts and components with a reuse, remanufacturing or refurbishment potential according to Article 31.	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 <u>or compacting</u> , after the depollution operations referred to in Article 29, have been completed. Text Origin: Council Mandate
Article 30(1a)				
493a				<u>Parts and components listed in Part C of Annex VII with a reuse, remanufacturing or refurbishment potential shall be removed in a non destructive manner.</u>

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 30(1b)								
G	493b							<u>The second subparagraph shall not apply if an authorized treatment facility demonstrates that the manual dismantling or (semi-) automated disassembly in a non-destructive way of parts and components listed in Part C of annex VII entails disproportionate economic costs that cannot be compensated by the revenues expected from the reuse, remanufacturing or refurbishment of these parts and components.</u>
Article 30(1c)								
G	493c		<u>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.</u>		Authorised treatment facilities shall ensure that the removed parts and components of the first subparagraph without a reuse, remanufacturing or refurbishment potential are sent for recycling according to the treatment requirements as indicated in Part F of Annex VII.		<u>1a. deleted</u>	
Article 30(1d), first subparagraph								
Y	494	2. Paragraph 1 shall not apply if an authorised treatment	2. ~~Paragraph 1~~ <u>Where parts and components do not have a</u>		2. Paragraph 1 shall not apply[...] Parts or components		2. <u>It shall not be obligatory to remove parts and components</u>	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	<u>market potential for reuse, remanufacturing and repair, it shall not ~~apply~~ be mandatory to remove them prior to shredding</u> if an authorised treatment facility demonstrates, that post-shredder technologies separates materials from parts and components listed in Part C, entries <u>6, 13 to 19</u> ~~13 to 19~~ , of Annex VII, as efficiently <u>and delivers equivalent recycled material</u> as manual dismantling processes or semi-automated disassembly processes.	without a reuse, remanufacturing or refurbishing potential are not mandatory to remove prior to shredding if an authorised treatment facility demonstrates, that post-shredder technologies ~~separates~~ <u>[...]separate</u> materials from parts and components listed ~~in~~ <u>[...] as designated in the second column of Part C, entries 13 to 19</u> , [...] of Annex VII, as efficiently as manual dismantling processes or semi-automated disassembly processes and that the criteria and limit values of Part G, points (1) and (2), of Annex VII are met.	<u>listed in Part C of Annex VII, with the exception of those that shall be removed in a non-destructive manner in accordance with paragraph 1</u> ~~shall not apply of this article~~ , if an authorised treatment facility demonstrates, that post-shredder technologies ~~separates~~ <u>separate</u> materials from parts and components listed in part C, entries ~~13 to 19, of Annex VII~~ <u>6, 8, 14, 15, 16, 17, 19</u> , as efficiently as manual dismantling processes or semi-automated disassembly processes <u>and that the criteria and limit values of Part G, points (1) and (2), of Annex VII are met.</u>
Article 30(1d), second subparagraph				
G 495	For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G of Annex VII.	For the purposes of the first subparagraph, the authorised treatment facility shall <u>comply with high quality shredding output as set out in the delegated act referred to in Article 28(4)</u> and provide the information listed in Part G of Annex VII.	For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G, point 3 of Annex VII.	For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G, <u>point 3</u> of Annex VII. Text Origin: Council Mandate
Article 30(3), first subparagraph				
G 496	3. In addition to the obligations set out in Article 35 of	3. In addition to the obligations set out in Article 35 of	3. In addition to the obligations set out in Article 35 of	3. In addition to the obligations set out in Article 35 of

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Directive 2008/98/EC, the authorised treatment facilities shall maintain records of the end-of-life vehicles that are processed without the prior removal of parts, components and materials in accordance with paragraph 2, including the name and address of the treatment facilities, and the Vehicle Identification Number (VIN) of the end-of-life vehicles concerned.	Directive 2008/98/EC, the authorised treatment facilities shall maintain records of the end-of-life vehicles that are processed without the prior removal of parts, components and materials in accordance with paragraph 2, including the name and address of the treatment facilities, and the Vehicle Identification Number (VIN) of the end-of-life vehicles concerned.	Directive 2008/98/EC, the authorised treatment facilities shall maintain records of the end-of-life vehicles that are processed without the prior removal of parts, components and materials in accordance with paragraph 2, including the name and address of the treatment facilities, and the Vehicle Identification Number (VIN) of the end-of-life vehicles concerned.	Directive 2008/98/EC, the authorised treatment facilities shall maintain records of the end-of-life vehicles that are processed without the prior removal of parts, components and materials in accordance with paragraph 2, including the name and address of the treatment facilities, and the Vehicle Identification Number (VIN) of the end-of-life vehicles concerned. Text Origin: Commission Proposal
Article 30(3), second subparagraph				
G 497	The authorised treatment facilities shall provide the information in the records referred to in the first subparagraph to the competent authority in accordance with Article 49(6).	The authorised treatment facilities shall provide the information in the records referred to in the first subparagraph to the competent authority in accordance with Article 49(6).	The authorised treatment facilities shall provide the information in the records referred to in the first subparagraph to the competent authority in accordance with Article 49(6).	The authorised treatment facilities shall provide the information in the records referred to in the first subparagraph to the competent authority in accordance with Article 49(6). Text Origin: Commission Proposal
Article 31				
G 498	Article 31 Requirements concerning the removed parts and components	Article 31 Requirements concerning the removed parts and components	Article 31 Requirements concerning the removed parts and components	Article 31 Requirements concerning the removed parts and components Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 31(1), first subparagraph				
499	1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed to determine whether they are fit for:	1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed to determine whether they are fit for:	1. Authorised treatment facilities shall assess [...] all parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), ~~shall be assessed[...]~~ to determine whether they are fit for:	1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed to determine whether they are fit for: Text Origin: Commission Proposal
Article 31(1), first subparagraph, point (a)				
500	(a) reuse, in accordance with Part D, point 1(a), of Annex VII;	(a) reuse, in accordance with Part D, point 1(a), of Annex VII;	(a) reuse, in accordance with Part D, point 1(a), of Annex VII;	(a) reuse, in accordance with Part D, point 1(a), of Annex VII; Text Origin: Commission Proposal
Article 31(1), first subparagraph, point (b)				
501	(b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII;	(b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII;	(b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII;	(b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII; Text Origin: Commission Proposal
Article 31(1), first subparagraph, point (c)				
502	(c) recycling; or	(c) recycling; or	(c) recycling; or	(c) recycling; or Text Origin: Commission Proposal
Article 31(1), first subparagraph, point (d)				
503	(d) other treatment operations, taking into account the specific	(d) other treatment operations, taking into account the specific	(d) other treatment operations, taking into account the specific	(d) other treatment operations, taking into account the specific

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	treatment requirements in Part F of Annex VII	treatment requirements in Part F of Annex VII	treatment requirements in Part F of Annex VII	treatment requirements in Part F of Annex VII Text Origin: Commission Proposal
	Article 31(1), second subparagraph			
Y	504 The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste.	The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste.	The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste[...]	~~The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste.~~
	Article 31(1), second subparagraph a			
G	504a	<u>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.</u>		deleted
	Article 31(1), third subparagraph			
G	505 The assessment shall be carried out taking into account in particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements.	The assessment shall be carried out taking into account in particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements.	The assessment shall be carried out taking into account in particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements.	The assessment shall be carried out taking into account in particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements. Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Article 31(1), fourth subparagraph			
Y	506 Documentation confirming the conducted assessment shall be, upon request, made available to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.	Documentation confirming the conducted assessment shall be, upon request, made available to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.	~~Documentation confirming the conducted assessment shall be, upon request, made available to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment[...]~~	
	Article 31(2)			
G	507 2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be:	2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be:	2. ~~The removed parts and components fit for reuse, remanufacturing or refurbishment[...]~~ Authorised treatment facilities shall be:	2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be: Text Origin: EP Mandate
	Article 31(2), point (a)			
G	508 (a) labelled in compliance with Part D, point 2, of Annex VII;	(a) labelled in compliance with Part D, point 2, of Annex VII;	(a) ~~labelled~~ label[...] the removed parts and components fit for reuse, remanufacturing or refurbishment in compliance with Part D, point 2, of Annex VII;	(a) labelled in compliance with Part D, point 2, of Annex VII; Text Origin: Commission Proposal
	Article 31(2), point (b)			
Y	509 (b) accompanied by a warranty, if the parts and components are transferred to or used by another person.	(b) accompanied by a warranty, if the parts and components are transferred to or used by another person.	(b) ~~accompanied by a warranty, if the parts and components are transferred to or used by another person[...]~~	
	Article 31(2), point (ba)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y 509a			(b) ensure appropriate protection against damage during transportation, loading and unloading of the parts and components;	Y
Article 31(2), point (bb)				
Y 509b			(c) provide a copy of the invoice or contract related to the transfer of the parts or components for reuse, remanufacturing or refurbishment.	Y
Article 31(3)				
Y 510	3. The parts and components listed in Part E of Annex VII shall not be reused.	3. The parts and components listed in Part E of Annex VII shall not be reused.	3. The parts and components listed in Part E of Annex VII shall not be reused unless the conducted technical assessment confirms that the use of these parts and components complies with applicable vehicle requirements as set out in Regulation (EU) 2018/858. These replacement parts may only be transferred to another economic operator for reuse if they are to be installed by a qualified repair and maintenance operator.	3. The parts and components listed in Part E of Annex VII shall not be reused <u>unless the conducted technical assessment confirms that the use of these parts and components complies with applicable vehicle requirements as set out in Regulation (EU) 2018/858 and 168/2013. These replacement parts may only be transferred to another economic operator for reuse if they are to be installed by a qualified repair and maintenance operator.</u> Text Origin: Council Mandate
Article 31(3a)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
Y		510a				4. The parts and components that are assessed as fit for reuse, remanufacturing or refurbishment shall not be considered waste. Authorised treatment facilities shall make available, upon request, documentation confirming the conducted assessment to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.		<u>3a. The parts and components from end-of-life vehicles or repair and maintenance operations, that are assessed as fit for reuse, remanufacturing or refurbishment shall not be considered waste. Authorised treatment facilities shall make available, upon request, documentation confirming the conducted assessment to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.</u>	Y
		Article 31(3b)							
Y		510b				5. The provisions set out in paragraph 4 shall not apply to batteries removed from an end-of life vehicle to which regulation 2023/1542 applies.			Y
		Article 31a							
G		510c						<u>6. Authorised treatment facilities shall ensure that removed parts and components, which are not fit for reuse, remanufacturing or</u>	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>refurbishment, are sent for the relevant waste treatment according to Article 31(1).</u>
Article 32				
511	Article 32 Trade of used, remanufactured or refurbished parts and components	Article 32 Trade of used, remanufactured or refurbished parts and components	Article 32 Trade of used, remanufactured or refurbished parts and components	Article 32 Trade of used, remanufactured or refurbished parts and components Text Origin: Commission Proposal
Article 32, first paragraph				
512	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 ~~person trading~~ <u>economic operator selling</u> used, remanufactured or refurbished spare parts and components shall, ~~at the point of sale:~~	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] ~~any person trading~~ <u>OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation</u> any ~~person trading~~ <u>economic operator</u> [...] ~~selling~~ 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 ~~person trading~~ <u>economic operator selling</u> used, remanufactured or refurbished spare parts and components shall, ~~at the point of sale:~~ Text Origin: EP Mandate
Article 32, first paragraph,				
513	(a) ensure that parts and components are labelled in compliance with Part D, point 2, of Annex VII;	(a) ensure that parts and components are labelled in compliance with Part D, point 2, of Annex VII;	(a) ensure that parts and components are labelled in compliance with Part D[...] contain the labelling in	~~(a)~~ ensure that parts and components ~~are labelled in compliance with Part D~~ [...] <u>contain the labelling in</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			accordance with Article 31(2), point 2, of Annex VII; (a).	<u>accordance with Article 31(2), point 2, of Annex VII; (a).</u> Text Origin: Council Mandate
	Article 32, first paragraph, point (b)			
	514 (b) provide a warranty for the used, remanufactured or refurbished parts and components.	(b) provide a warranty for the used, remanufactured or refurbished parts and components.	(b) provide a warranty for the used, remanufactured or refurbished parts and components[...]	
	Article 32(2)			
Y	514a		2. In the case of selling the used, remanufactured or refurbished parts and components to consumers, the economic operators shall ensure that these parts and components are able to maintain their required functions and performance through normal use and comply with other requirements applicable to the goods sold in accordance with Directive (EU) 2019/771.	Y
	Article 32, first paragraph, point (ba)			
Y	514b	<u>(ba) prove that the parts and components were sourced from an authorised economic operator.</u>		Y
	Article 32(3)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 514c		<u>Those requirements on economic operators shall apply irrespective of the trading technique used, including online sales.</u>	3. These requirements shall apply irrespective of the trading technique used, including by means of online platforms as defined in Article 3, point (i), of Regulation (EU) 2022/2065.	<u>These requirements on economic operators shall apply irrespective of the trading technique used, including online sales.</u> Text Origin: EP Mandate
Article 33				
G 515	Article 33 Reuse, remanufacturing and refurbishment of parts and components	Article 33 Reuse, remanufacturing and refurbishment of parts and components	Article 33 Reuse, remanufacturing and refurbishment of parts and components	Article 33 Reuse, remanufacturing and refurbishment of parts and components Text Origin: Commission Proposal
Article 33(1), first subparagraph				
Y 516	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] 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.	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] Member States shall take necessary incentives to promote the reuse, remanufacturing, <u>retrofitting</u> and refurbishment of parts and components, whether removed during the use or end-of-life phase of a vehicle.	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] 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.	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] Member States shall take necessary incentives to promote the reuse, remanufacturing, <u>retrofitting</u> and refurbishment of parts and components, whether removed during the use or end-of-life phase of a vehicle. Text Origin: EP Mandate
Article 33(1), second subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 517	The incentives referred to in the first subparagraph 1 may include:	The incentives referred to in the first subparagraph 1 may include:	The incentives referred to in the first subparagraph 4 may include:	The incentives referred to in the first subparagraph 4 may include: Text Origin: Council Mandate
Article 33(1), second subparagraph, point (a)				
G 518	(a) a requirement for maintenance and repair operators to offer customers to repair a vehicle with used, remanufactured or refurbished spare parts and components alongside offer to repair the vehicle with new parts and components, provided that such a requirement is formulated not to create excessive costs or administrative burdens for micro- and small enterprises;	(a) a requirement for maintenance and repair operators to offer customers to repair a vehicle with used, remanufactured or refurbished spare parts and components alongside offer to repair the vehicle with new parts and components, provided that such a requirement is formulated not to create excessive costs or administrative burdens for micro- and small enterprises;	(a) a requirement for maintenance and repair operators to offer customers to repair a vehicle with used, remanufactured or refurbished spare parts and components alongside offer to repair the vehicle with new parts and components, provided that such a requirement is formulated not to create excessive costs or administrative burdens for micro- and small enterprises;	(a) a requirement for maintenance and repair operators to offer customers to repair a vehicle with used, remanufactured or refurbished spare parts and components alongside offer to repair the vehicle with new parts and components, provided that such a requirement is formulated not to create excessive costs or administrative burdens for micro- and small enterprises; Text Origin: Commission Proposal
Article 33(1), second subparagraph, point (b)				
Y 519	(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, ~~including the establishment of a reduced rate of value added tax for~~ <u>designed to reward manufacturers which exceed the minimum standards, so as to further stimulate the</u> used, remanufactured or refurbished spare parts and components.	(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~~ [...].	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 33(1), second subparagraph a				
G 519a		<u>Member States shall inform the Commission of the incentives adopted in accordance with this Article without undue delay.</u>		<u>Member States shall include in the waste prevention programmes required pursuant to Article 29 of Directive 2008/98/EC, the incentives referred to in paragraph 1 of this Article.</u>
Article 33(1), third subparagraph				
G 520	The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives.	The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives.	The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives.	The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives. Text Origin: Commission Proposal
Article 33(2)				
G 521	2. The Commission shall monitor the effectiveness of the incentives given by Member States.	2. The Commission shall monitor the effectiveness of the incentives given by Member States.	2. The Commission shall monitor the effectiveness of the incentives given by Member States.	2. The Commission shall monitor the effectiveness of the incentives given by Member States. Text Origin: Commission Proposal
Article 34				
G 522	Article 34 Reuse, recycling and recovery targets	Article 34 Reuse, recycling and recovery targets	Article 34 Reuse, recycling and recovery targets	Article 34 Reuse, recycling and recovery targets Text Origin: Commission Proposal
Article 34(1)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y	523	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 ~~ensure that~~ [...] adopt the necessary measures for the achievement by producers or, where appointed in accordance with Article [...]/ 17, producer responsibility organisations, of the following targets are [...] to be met by the waste management operators:	
	Article 34(1), point (a)			
G	524	(a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year;	(a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year;	(a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year; Text Origin: Commission Proposal
	Article 34(1), point (b)			
G	525	(b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, by average weight per vehicle, excluding batteries, and year.	(b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, by average weight per vehicle, excluding batteries, and year.	(b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, by average weight per vehicle, excluding batteries, and year. Text Origin: Commission Proposal

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 34(2)								
Y	526	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 ~~%~~ <u>percent</u> of the total weight of plastics contained in the <u>end-of-life</u> 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 adopt the necessary measures for producers or, where appointed in accordance with Article [...] 17, producer responsibility organisations, to ensure that waste management operators achieve a yearly target for the recycling of plastics of at least 30 % of the total average weight of plastics contained in the end-of-life vehicles delivered to the waste management operators[...].		Y
Article 34(2a)								
Y	526a			<u>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.</u>		The weight of the plastic recycled and the total weight of plastics referred to in the first subparagraph shall exclude elastomers, thermosets other than polyurethane foams used for cushioning and plastics that contain or are contaminated by any substance referred to in Article 7 of Regulation (EU) 2019/1021 when the thresholds		Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			of Annex IV of that Regulation are exceeded.	
Article 35				
527	Article 35 Ban on landfilling of non-inert waste	Article 35 Ban on landfilling of non-inert waste	Article 35 Ban on landfilling of non-inert waste	Article 35 Ban on landfilling of non-inert waste Text Origin: Commission Proposal
Article 35, first paragraph				
528	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] fractions from shredded end-of-life vehicles, containing non-inert waste, that are not processed by the post-shredder technology, shall not be accepted in a landfill.	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] fractions from shredded end-of-life vehicles, containing non-inert waste, that are not processed by the post-shredder technology, shall not be accepted in a landfill.	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~~ 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 shredder heavy and light fractions from shredded[...] end-of-life vehicles remaining after treatment, containing non-inert waste, that are not processed by the post-shredder technology, [...] shall not be accepted in a landfill if they exceed the limit values set out in Part G, points 2(c) and 2(d) of Annex VII.	
Article 36				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
529	Article 36 Shipments of end-of-life vehicles	Article 36 Shipments of end-of-life vehicles	Article 36 Shipments of end-of-life vehicles	Article 36 Shipments of end-of-life vehicles Text Origin: Commission Proposal
Article 36(1)				
530	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.	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 (~~ECEU~~) ~~No 1013/2006~~ <u>2024/1157</u> .	1. Treatment of end-of-life vehicles may be undertaken outside the Member State concerned or outside the Union, provided that the shipment of end-of-life vehicles or waste produced in the process of their treatment is in compliance with Regulation [...] (ECEU) No ~~1013/2006~~ <u>2024/1157</u> .	1. Treatment of end-of-life vehicles may be undertaken <u>outside the Member State concerned or</u> outside the Union, provided that the shipment of end-of-life vehicles <u>or waste produced in the process of their treatment</u> is in compliance with Regulation [...] (~~ECEU~~) ~~No 1013/2006~~ <u>2024/1157</u> . Text Origin: Council Mandate
Article 36(1a)				
530a			1a. In order to distinguish between used vehicles and end-of-life vehicles, competent authorities of Member States may inspect shipments of used vehicles suspected to be end-of-life vehicles for compliance with the requirements set out in Article 37 and Annex I and monitor such shipments accordingly.	<i>deleted</i> Moved to Article 46
Article 36(1b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 530b			Where the competent authorities in a Member State establish that an intended shipment of a used vehicle involves one or more end-of-life vehicles, the costs of appropriate analyses, inspections and storage of the vehicles suspected to be end-of-life vehicles may be charged to the persons arranging the shipment.	deleted Moved to Article 46
Article 36(2)				
G 531	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.	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~~ considered equivalent to the requirements laid down in this Regulation and to human health and environmental protection requirements laid down in other Union legislation.	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.	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~~ considered equivalent to the requirements laid down in this Regulation and to human health and environmental protection requirements laid down in other Union legislation. Text Origin: EP Mandate

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Article 36(2a)								
531a				<u>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.</u> <u>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.</u>			deleted Addressed in Article 46.	
CHAPTER V								
532		CHAPTER V USED VEHICLES AND THEIR EXPORT		CHAPTER V USED VEHICLES AND THEIR EXPORT		CHAPTER V DISTINCTION BETWEEN USED VEHICLES AND THEIR EXPORT-OF-LIFE VEHICLES [...]		
SECTION 1								
533		SECTION 1 Status of used vehicles		deleted		SECTION 1 Status of used vehicles[...]		
Article 37								

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R 534	Article 37 Distinction between used vehicles and end-of-life vehicles	Article 37 Distinction between used vehicles and end-of-life vehicles <u>for the purpose of export</u>	Article 37 Distinction between used vehicles and end-of-life vehicles	
Article 37, first paragraph				
R 535	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 end-of-life vehicle.	For the purpose of ~~transferring ownership of~~ <u>exporting</u> a used vehicle, the vehicle owner shall be able to ~~demonstrate to~~ <u>provide documentation to the customs authorities and</u> any natural or legal person interested in ~~acquiring ownership of~~ <u>importing</u> 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~~ <u>That documentation shall consist of a valid roadworthiness certificate or, when such a certificate is not available, of an assessment carried out by the vehicle owner, other economic operators and competent authorities shall verify if responsible for the roadworthiness certificates based on</u> the criteria laid down in Annex I ~~are met in order to determine whether it.~~ <u>In the case of doubt that a used vehicle may be an</u>	For the purpose of transferring ownership of a used vehicle, the vehicle owner shall ~~be able to demonstrate[...]~~ present documentation 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[...]~~ that [...] ~~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 end-of-life vehicle. [...] This documentation shall consist of an assessment in accordance with Annex I, or a valid roadworthiness certificate.	

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				<u>end-of-life vehicle, competent authorities may require a vehicle owner to present further documentation that the vehicle concerned</u> is not an end-of-life vehicle. <u>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.</u>				
		Article 37, first paragraph a						
R		535a				The first subparagraph shall not apply when ownership of roadworthy vehicles is transferred by natural persons who are not economic operators, for sales other than those concluded by means of distance contracts or online platforms.		R
		Article 37, first paragraph b						
R		535b				When the ownership of the vehicle is transferred by an economic operator, that economic operator shall keep the documentation mentioned in the first subparagraph for at least		R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						two years from the date of the transfer of ownership.		
		Article 37, first paragraph c						
R		535c				2. For the purpose of a transfer of ownership of a vehicle that has been declared as an economic total loss, the vehicle owner shall provide the following documentation in addition to the requirements set out in paragraph 1:		R
		Article 37, first paragraph d						
R		535d				(a) a copy of the damage history based on the assessment by the insurance company;		R
		Article 37, first paragraph e						
R		535e				(b) an estimate of the costs of the repairs that are necessary to repair the vehicle to a technical condition sufficient to pass the roadworthiness test in accordance with Directive 2014/45/EU.		R
		Article 37, first paragraph f						
R		535f				3. Without prejudice to the second subparagraph of paragraph 1, the requirements set out in paragraphs 1 and 2 shall apply irrespective of the		R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						trading technique used, including by means of dedicated auctions for economic operators, distance contracts or online platforms.		
		Article 37, first paragraph g						
R		535g				4. When assessing the damage of an accidented vehicle, the insurance company or any other automotive expert conducting the assessment on its behalf shall also assess whether the vehicle is an end-of-life vehicle or not according to Annex I.		R
		Article 37, first paragraph h						
R		535h				Insurance companies shall [...] ensure that competent authorities are provided at least once a year with a list of:		R
		Article 37, first paragraph i						
R		535i				(a) vehicle identification numbers of all vehicles that have been declared as an economic total loss, including a specification of those which are considered end-of-life vehicles in accordance with Annex I;		R
		Article 37, first paragraph j						

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
R	535j					(b) vehicle identification numbers of all vehicles that have been declared as a technical total loss.			R
Article 37, first paragraph k									
R	535k					5. Competent authorities may require a vehicle owner, in case of doubt that a used vehicle may be an end-of-life vehicle, to present documentation that the vehicle concerned is not an end-of-life vehicle. This documentation shall consist of an assessment in accordance with Annex I or a new valid roadworthiness certificate.			R
Article 37, first paragraph l									
R	535l					5a. When adopting the measures laying down the administrative and procedural requirements regarding the assessment in accordance with Annex I, Member States may also further specify the criteria for the assessment of the costs of repairs.			R
Article 37, first paragraph m									
R	535m					6. The Commission is empowered to adopt delegated acts, in accordance with Article			R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			50 of this Regulation, to amend the criteria listed in Part A, Part B and Part C, Section 1, point 1, of Annex I, to determine whether a used vehicle is an end-of-life vehicle, provided that technological progress in the area of traceability, repairability and safety justifies limiting the instances where the vehicle shall be considered an end-of-life vehicle.	
SECTION 2				
G 536	SECTION 2 Export of used vehicles	SECTION 2 Export of used vehicles	SECTION 2 Export of used vehicles CHAPTER Va EXPORT OF USED VEHICLES TO THIRD COUNTRIES	SECTION 2 ~~Export of used vehicles~~ <u>CHAPTER Va</u> <u>EXPORT OF USED VEHICLES TO THIRD COUNTRIES</u> Text Origin: Council Mandate
Section 2a				
G 536a			<i>Article 37a</i> <i>Competent authority</i>	<u>Article 37a</u> <u>Competent authority</u> Text Origin: Council Mandate
Article 37a(1)				
G 536b			1. Member States shall designate one or more competent authorities	<u>1. Member States shall designate one or more competent</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			responsible for the obligations under this Chapter.	<u>authorities responsible for the obligations under this Chapter.</u> Text Origin: Council Mandate
Article 37b				
G 536c			2. 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], Member States shall notify the Commission of the names and addresses of the competent authorities designated pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.	<u>2. 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], Member States shall notify the Commission of the names and addresses of the competent authorities designated pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.</u> Text Origin: Council Mandate
Article 38				
G 537	Article 38 Controls and requirements on the export of used vehicles	Article 38 Controls and requirements on the export of used vehicles	Article 38 Controls and requirements on the export of used vehicles	Article 38 Controls and requirements on the export of used vehicles Text Origin: Commission Proposal
Article 38(1)				
G 538	1. From [OP: Please insert the date = the first day of the	1. From [OP: Please insert the date = the first day of the	1. From [OP: Please insert the date = the first day of the	1. From [OP: Please insert the date = the first day of the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	month following ~~36~~ 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.	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[...]~~ Chapter.	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[...]~~ Chapter. Text Origin: Council Mandate
Article 38(2)				
G 539	2. This Section is without prejudice to any other provisions of this Regulation as well as to other Union legal acts governing the release for export of goods, in particular Regulation (EU) No 952/2013 and its Articles 46, 47, 267 and 269.	2. This Section is without prejudice to any other provisions of this Regulation as well as to other Union legal acts governing the release for export of goods, in particular Regulation (EU) No 952/2013 and its Articles 46, 47, 267 and 269.	2. This ~~Section[...]~~ Chapter is without prejudice to any other provisions of this Regulation as well as to other Union legal acts governing the release for export of goods, in particular Regulation (EU) No 952/2013 and its Articles 46, 47, 267 and 269.	2. This ~~Section[...]~~ Chapter is without prejudice to any other provisions of this Regulation as well as to other Union legal acts governing the release for export of goods, in particular Regulation (EU) No 952/2013 and its Articles 46, 47, 267 and 269. Text Origin: Council Mandate
Article 38(3)				
G 540	3. Used vehicles may be exported only if they are:	3. Used vehicles may be exported only if they are:	3. Used vehicles may be exported only if they are:	3. Used vehicles may be exported only if they are: Text Origin: Commission Proposal
Article 38(3), point (a)				
R 541	(a) not end-of-life vehicles based on the criteria listed in Annex I;	(a) not end-of-life vehicles ~~based on the criteria listed in Annex I~~ as determined in Article ~~37~~ ;	(a) not end-of-life vehicles based on the criteria listed in Annex I; [...]; and	
Article 38(3), point (b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R	542 (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.	<i>deleted</i>	(b) ~~considered~~ [...] roadworthy in the Member State where ~~that~~ the date of lodging the export declaration, unless they have been recognised as vehicles were last registered, of special cultural interest in accordance with Article 5(1), points (a) and (b), and Article 8 of Directive 2014/45/EU part C of Annex I to this Regulation [...] [...].	
	Article 38(4)			
G	543 4. The following information shall be provided or made available to customs authorities for each used vehicle to be exported:	4. The following information shall be provided or made available to customs authorities for each used vehicle to be exported:	4. The following information shall be provided or made available to customs authorities for each used vehicle to be exported:	4. The following information shall be provided or made available to customs authorities for each used vehicle to be exported: Text Origin: Commission Proposal
	Article 38(4), point (a)			
G	544 (a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered;	(a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered;	(a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered;	(a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered; Text Origin: Commission Proposal
	Article 38(4), point (b)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
545	(b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph.	(b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph.	(b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph 3, or a certificate is provided as referred to in the last subparagraph of point 1 of Annex I Part C.	(b) a statement confirming that the used vehicle ~~fulfills~~ <u>fulfills</u> the requirements set out in paragraph ~~3, or a certificate is provided as referred to in Annex~~ <u>0</u>
Article 38(5)				
546	5. In order to verify the compliance with this Section on allowing a used vehicle to be released for export:	5. In order to verify the compliance with this Section on allowing a used vehicle to be released for export:	5. In order to verify the compliance with this ~~Section~~ <u>Chapter</u> on allowing a used vehicle to be released for export:	5. In order to verify the compliance with this ~~Section~~ <u>Chapter</u> on allowing a used vehicle to be released for export: Text Origin: Council Mandate
Article 38(5), point (a)				
547	(a) until the interconnection referred to in Article 45(4) is operational, customs authorities shall exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into account such exchange of information and cooperation in order to allow a used vehicle to be released for export;	(a) until the interconnection referred to in Article 45(4) is operational, customs authorities shall exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into account such exchange of information and cooperation in order to allow a used vehicle to be released for export;	(a) until the interconnection referred to in Article 45(4) is operational, customs authorities ~~shall~~ <u>may</u> exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into account such exchange of information and cooperation in order to allow a used vehicle to be released for export;	(a) until the interconnection referred to in Article 45(4) is operational, customs authorities shall exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into account such exchange of information and cooperation in order to allow a used vehicle to be released for export; Text Origin: Commission Proposal
Article 38(5), point (b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
548	(b) once the interconnection referred to in Article 45(4) is operational, Articles 39, 40(2) and (3) and 42(3) shall apply, and notifications and other exchanges under Articles 41 to 43 shall take place by means of those electronic systems.	(b) once the interconnection referred to in Article 45(4) is operational, Articles 39, 40(2) and (3) and 42(3) shall apply, and notifications and other exchanges under Articles 41 to 43 shall take place by means of those electronic systems.	(b) once the interconnection referred to in Article 45(4) is operational, Articles 39, 40(2) and (3) and 42(3) shall apply, and notifications and other exchanges under Articles 41 to 43 shall take place by means of those electronic systems.	(b) once the interconnection referred to in Article 45(4) is operational, Articles 39, 40(2) and (3) and 42(3) shall apply, and notifications and other exchanges under Articles 41 to 43 shall take place by means of those electronic systems. Text Origin: Commission Proposal
Article 38(6)				
549	6. A used vehicle to be exported shall not:	6. A used vehicle to be exported shall not:	6. A used vehicle to be exported shall not:	6. A used vehicle to be exported shall not: Text Origin: Commission Proposal
Article 38(6), point (a)				
550	(a) be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013;	(a) be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013;	(a) ~~be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013; [...]~~	(a) ~~be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013; [...]~~ Text Origin: Council Mandate
Article 38(6), point (b)				
551	(b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013;	(b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013;	(b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013;	(b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	Article 38(6), point (c)			
G	552 (c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013.	(c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013.	(c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013.	(c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013. Text Origin: Commission Proposal
	Article 38(7)			
G	553 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.	<i>deleted</i>	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[...]~~	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[...]~~ Text Origin: Council Mandate
	Article 39			
G	554 Article 39 Automated verification of the information on vehicle status	Article 39 Automated verification of the information on vehicle status	Article 39 Automated verification of the information on vehicle status	Article 39 Automated verification of the information on vehicle status Text Origin: Commission Proposal
	Article 39(1)			
R	555 1. Before releasing used vehicles for export, customs shall verify electronically and automatically via the electronic	1. Before releasing used vehicles for export, customs shall verify electronically and automatically via the electronic	1. Before releasing a used vehicle[...] ~~used vehicles~~ for export, customs shall verify electronically and automatically	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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).	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 <u>or not an end-of-life vehicle</u> in accordance with Article ~~38(3), point (b)~~ <u>37</u> .	via the electronic systems referred to in Article ~~45~~ 45(4) , that based on the Vehicle Identification Number and the information on the Member State of last registration, the vehicle is ~~considered~~ [...] roadworthy [...]. This obligation shall not apply with respect to vehicles which have been recognised as vehicles of special cultural interest in accordance with ~~Article 38(3), point (b)~~ part C of Annex I to this Regulation.	
Article 39(2)				
G 556	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.	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~~ <u>natural or legal person</u> concerned thereof through these systems.	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~~ [...] natural or legal person concerned thereof through ~~these~~ [...] their systems.	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~~ <u>natural or legal person</u> concerned thereof through these systems. Text Origin: EP Mandate
Article 40				
G 557	Article 40	Article 40	Article 40	Article 40

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Risk management and customs controls	Risk management and customs controls	Risk management and customs controls	Risk management and customs controls Text Origin: Commission Proposal
Article 40(1)				
558	1. For the purpose of enforcing the provisions laid down in Article 38, customs authorities shall carry out controls on used vehicles to be exported in accordance with Articles 46 and 47 of Regulation (EU) No 952/2013. Without prejudice to Article 39, such controls shall primarily be based on risk analysis, as established in Article 46(2) of Regulation (EU) No 952/2013.	1. For the purpose of enforcing the provisions laid down in Article 38, customs authorities shall carry out controls on used vehicles to be exported in accordance with Articles 46 and 47 of Regulation (EU) No 952/2013. Without prejudice to Article 39, such controls shall primarily be based on risk analysis, as established in Article 46(2) of Regulation (EU) No 952/2013.	1. For the purpose of enforcing the provisions laid down in Article 38, customs authorities shall carry out controls on used vehicles to be exported in accordance with ~~Articles 46 and 47 of [...]~~ the provisions on risk management and customs controls laid down under Regulation (EU) No 952/2013. Without prejudice to Article 39, such controls shall primarily be based on risk analysis, as established in ~~Article 46(2) of [...]~~ Regulation (EU) No 952/2013.	1. For the purpose of enforcing the provisions laid down in Article 38, customs authorities shall carry out controls on used vehicles to be exported in accordance with ~~Articles 46 and 47 of [...]~~ <u>the provisions on risk management and customs controls laid down under</u> Regulation (EU) No 952/2013. Without prejudice to Article 39, such controls shall primarily be based on risk analysis, as established in ~~Article 46(2) of [...]~~ Regulation (EU) No 952/2013. Text Origin: Council Mandate
Article 40(2)				
559	2. In addition to the risk management referred to in paragraph 1, once the interconnection referred to in Article 45 is operational, customs shall use these electronic systems referred to in Article 45(1) to	2. In addition to the risk management referred to in paragraph 1, once the interconnection referred to in Article 45 is operational, customs shall use these electronic systems referred to in Article 45(1) to	2. In addition to the risk management referred to in paragraph 1, once the interconnection referred to in Article 45 is operational, ~~customs shall use these [...]~~ the [...] electronic systems referred to in	2. In addition to the risk management referred to in paragraph 1, once the interconnection referred to in Article 45 is operational, ~~customs shall use these [...]~~ <u>the [...]</u> electronic systems referred to in

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	determine whether a used vehicle to be exported complies with specific conditions linked to the protection of the environment or road safety in accordance with paragraph 3 of this Article.	determine whether a used vehicle to be exported complies with specific conditions linked to the protection of the environment or road safety in accordance with paragraph 3 of this Article.	Article 45(1) shall contain the information and customs shall automatically and electronically verify through the interconnection referred to in Article 45(4) [...] ~~to determine~~ whether a used vehicle to be exported complies with specific conditions linked to the protection of the environment or road safety in accordance with paragraph 3 of this Article.	Article 45(1) <u>shall contain the information and customs shall automatically and electronically verify through the interconnection referred to in Article 45(4) [...]</u> ~~to determine~~ whether a used vehicle to be exported complies with specific conditions linked to the protection of the environment or road safety in accordance with paragraph 3 of this Article. Text Origin: Council Mandate
Article 40(3)				
560	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	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 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	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	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 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

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	electronic systems referred to in Article 45(1).	in the electronic systems referred to in Article 45(1).	electronic systems referred to in Article 45(1).	in the electronic systems referred to in Article 45(1). Text Origin: EP Mandate
Article 40(3a)				
560a		<u>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.</u>		<u>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 referred to in paragraph 3.</u> Text Origin: EP Mandate
Article 41				
561	Article 41 Suspension	Article 41 Suspension	Article 41 Suspension	Article 41 Suspension Text Origin: Commission Proposal
Article 41(1)				
562	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	1. Where ~~there are reasonable grounds to believe~~ <u>the customs authorities suspect</u> that a used vehicle to be exported may not comply with the requirements of this Section, the customs authorities shall <u>immediately</u> suspend the release for export of that used vehicle <u>until they obtain</u>	1. Where there are reasonable grounds to believe that a used vehicle to be exported may not comply with the requirements of this Section[...] Chapter, the customs authorities shall suspend the release for export of that used vehicle,[- They shall also..] immediately notify the competent	1. Where there are reasonable grounds to believe that a used vehicle to be exported may not comply with the requirements of this ~~Section~~ [...] <u>Chapter</u> , the customs authorities shall <u>immediately</u> suspend the release for export of that used vehicle. <u>They shall also..</u> immediately

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	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.	<u>all necessary information to make a final decision</u> . 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.	authorities designated under Article 37a of the suspension and transmit all relevant information needed for the competent authorities to determine whether the used vehicle complies with the requirements of this Regulation and may be released for export.	notify the competent authorities <u>designated under Article 37a</u> of the suspension and transmit all relevant information needed <u>for the competent authorities</u> to determine whether the used vehicle complies with the requirements of this Regulation and may be released for export. Text Origin: Council Mandate
Article 41(2)				
563	2. For the purpose of determining whether a used vehicle, subject to suspension as referred to in paragraph 1, complies with this Regulation, the competent authorities may request, from any person involved in the export of that used vehicle, additional information, including information on the sale or transfer of vehicle ownership, such as a copy of the invoice or contract, and documentary evidence that that used vehicle is destined for further use.	2. For the purpose of determining whether a used vehicle, subject to suspension as referred to in paragraph 1, complies with this Regulation, the competent authorities may request, from any person involved in the export of that used vehicle, additional information, including information on the sale or transfer of vehicle ownership, such as a copy of the invoice or contract, and documentary evidence that that used vehicle is destined for further use.	2. For the purpose of determining whether a used vehicle, subject to suspension as referred to in paragraph 1, complies with this Regulation, the competent authorities may request, from any person involved in the export of that used vehicle, additional information, including information on the sale or transfer of vehicle ownership, such as a copy of the invoice or contract, and documentary evidence that that used vehicle is destined for further use.	2. For the purpose of determining whether a used vehicle, subject to suspension as referred to in paragraph 1, complies with this Regulation, the competent authorities may request, from any person involved in the export of that used vehicle, additional information, including information on the sale or transfer of vehicle ownership, such as a copy of the invoice or contract, and documentary evidence that that used vehicle is destined for further use. Text Origin: Commission Proposal
Article 42				

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564	Article 42 Release for export	Article 42 Release for export	Article 42 Release for export	Article 42 Release for export Text Origin: Commission Proposal
Article 42(1)				
565	1. Where the release for export of a used vehicle has been suspended in accordance with Article 41, that used vehicle shall be released for export where all the other requirements and formalities relating to such release have been fulfilled and where any of the following conditions is satisfied:	1. Where the release for export of a used vehicle has been suspended in accordance with Article 41, that used vehicle shall be released for export where all the other requirements and formalities relating to such release have been fulfilled and where any of the following conditions is satisfied:	1. Where the release for export of a used vehicle has been suspended in accordance with Article 41, that used vehicle shall be released for export where all the other requirements and formalities relating to such release have been fulfilled and where any of the following conditions is satisfied:	1. Where the release for export of a used vehicle has been suspended in accordance with Article 41, that used vehicle shall be released for export where all the other requirements and formalities relating to such release have been fulfilled and where any of the following conditions is satisfied: Text Origin: Commission Proposal
Article 42(1), point (a)				
566	(a) the competent authorities have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or	(a) the competent authorities have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or	(a) the competent authorities designated under Article 37a have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or	(a) the competent authorities <u>designated under Article 37a</u> have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or Text Origin: Council Mandate
Article 42(1), point (b)				

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567	(b) the competent authorities have informed the customs authorities of their approval for release for export pursuant to this Section.	(b) the competent authorities have informed the customs authorities of their approval for release for export pursuant to this Section.	(b) the competent authorities designated under Article 37a have informed the customs authorities of their approval for release for export pursuant to this Section[...] Chapter.	(b) the competent authorities <u>designated under Article 37a</u> have informed the customs authorities of their approval for release for export pursuant to this ~~Section[...]~~ <u>Chapter.</u> Text Origin: Council Mandate
Article 42(2)				
568	2. The release for export shall not be deemed proof of compliance with Union law and, in particular, with this Regulation or Regulation (EU) No 952/2013.	2. The release for export shall not be deemed proof of compliance with Union law and, in particular, with this Regulation or Regulation (EU) No 952/2013.	2. The release for export shall not be deemed proof of compliance with Union law and, in particular, with this Regulation or Regulation (EU) No 952/2013.	2. The release for export shall not be deemed proof of compliance with Union law and, in particular, with this Regulation or Regulation (EU) No 952/2013. Text Origin: Commission Proposal
Article 42(3)				
569	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.	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. <u>The competent authority of that Member State shall record that information in its national vehicles register.</u>	3. ~~After each release for export of a used vehicle, [...]~~ Customs authorities shall automatically notify ~~that release for export~~ the exit of the vehicle from the Union through the interconnection referred to in Article 45(4) [...] to the ~~competent~~ [...] vehicle registration authority of the Member State whereof last registration [...]. The vehicle registration authority shall record in its national	3. ~~After each release for export of a used vehicle, [...]~~ Customs authorities shall <u>automatically</u> notify ~~that release for export~~ <u>the exit of the vehicle from the Union through the interconnection referred to in Article 45(4) [...]</u> to the ~~competent~~ [...] <u>vehicle registration authority of the Member State whereof last registration [...].</u> The vehicle <u>registration authority shall record in its national vehicle</u>

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			vehicle register that the vehicle was exported to the third country in question was registered at the time of export.	<u>register that the vehicle was exported to the third country</u> ~~in question was registered at the time of export.~~ Text Origin: Council Mandate
Article 43				
570	Article 43 Refusal to release for export	Article 43 Refusal to release for export	Article 43 Refusal to release for export	Article 43 Refusal to release for export Text Origin: Commission Proposal
Article 43(1)				
571	1. Where the competent authority concludes that a used vehicle for which the suspension has been notified in accordance with Article 41 does not comply with this Section, they shall immediately require the customs authorities not to release it for export and notify them thereof.	1. Where the competent authority concludes that a used vehicle for which the suspension has been notified in accordance with Article 41 does not comply with this Section, they shall immediately require the customs authorities not to release it for export and notify them thereof.	1. Where the competent authority concludes that a used vehicle for which the suspension has been notified in accordance with Article 41 does not comply with this ~~Section~~ <u>Chapter</u> , they shall immediately require the customs authorities not to release it for export and notify them thereof.	1. Where the competent authority concludes that a used vehicle for which the suspension has been notified in accordance with Article 41 does not comply with this ~~Section~~ <u>Chapter</u> , they shall immediately require the customs authorities not to release it for export and notify them thereof. Text Origin: Council Mandate
Article 43(2)				
572	2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export.	2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export.	2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export.	2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export.

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				Text Origin: Commission Proposal
	Article 43(3)			
Y	572a		3. Where the competent authority concludes that a suspended used vehicle is an end-of-life vehicle, Regulation (EU) 2024/1157 shall apply.	
	Article 44			
G	573 Article 44 Cooperation among authorities and exchange of information	Article 44 Cooperation among authorities and exchange of information	Article 44 Cooperation among authorities and exchange of information	Article 44 Cooperation among authorities and exchange of information Text Origin: Commission Proposal
	Article 44(1)			
G	574 1. Member States shall mutually assist one another in the implementation of this Section through exchange of information at bilateral level, in particular for the purpose of verifying the status of a vehicle, including the verification of its registration status in the Member State in which it was previously registered.	1. Member States shall mutually assist one another in the implementation of this Section through exchange of information at bilateral level, in particular for the purpose of verifying the status of a vehicle, including the verification of its registration status in the Member State in which it was previously registered.	1. Competent authorities of Member States shall mutually assist one another in the implementation of this ~~Section~~ [...] Chapter through exchange of information at bilateral level, in particular for the purpose of verifying the status of a vehicle, including the verification of its registration status in the Member State in which it was previously registered.	1. <u>Competent authorities of</u> Member States shall mutually assist one another in the implementation of this ~~Section~~ [...] <u>Chapter</u> through exchange of information at bilateral level, in particular for the purpose of verifying the status of a vehicle, including the verification of its registration status in the Member State in which it was previously registered. Text Origin: Council Mandate

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Article 44(2)				
575	2. Where appropriate, competent authorities of Member States shall also cooperate with administrative authorities from third countries. Such cooperation may include sharing of relevant information, conducting joint inspections, and other forms of mutual assistance as deemed necessary to ensure compliance with applicable laws and regulations governing the export of used vehicles.	2. Where appropriate, competent authorities of Member States shall also cooperate with administrative authorities from third countries. Such cooperation may include sharing of relevant information, conducting joint inspections, and other forms of mutual assistance as deemed necessary to ensure compliance with applicable laws and regulations governing the export of used vehicles.	2. Where appropriate, competent authorities of Member States shall also cooperate with administrative authorities from third countries. Such cooperation may include sharing of relevant information, conducting joint inspections, and other forms of mutual assistance as deemed necessary to ensure compliance with applicable laws and regulations governing the export of used vehicles.	2. Where appropriate, competent authorities of Member States shall also cooperate with administrative authorities from third countries. Such cooperation may include sharing of relevant information, conducting joint inspections, and other forms of mutual assistance as deemed necessary to ensure compliance with applicable laws and regulations governing the export of used vehicles. Text Origin: Commission Proposal
Article 44(3)				
576	3. Customs authorities and competent authorities of Member States shall cooperate in accordance with Article 47(2) of Regulation (EU) No 952/2013 and exchange information necessary for the fulfilment of their functions under this Regulation, including via electronic means. The customs authorities may communicate, in accordance with Article 12(1) and Article 16(1) of Regulation (EU) No 952/2013, confidential information acquired by the	3. Customs authorities and competent authorities of Member States shall cooperate in accordance with Article 47(2) of Regulation (EU) No 952/2013 and exchange information necessary for the fulfilment of their functions under this Regulation, including via electronic means. The customs authorities may communicate, in accordance with Article 12(1) and Article 16(1) of Regulation (EU) No 952/2013, confidential information acquired by the	3. Customs authorities and competent authorities of Member States shall cooperate in accordance with Article 47(2) of Regulation (EU) No 952/2013 and exchange information necessary for the fulfilment of their functions under this Regulation, including via electronic means. The customs authorities may communicate, in accordance with Article 12(1) and Article 16(1) of Regulation (EU) No 952/2013, confidential information acquired by the	3. Customs authorities and competent authorities of Member States shall cooperate in accordance with Article 47(2) of Regulation (EU) No 952/2013 and exchange information necessary for the fulfilment of their functions under this Regulation, including via electronic means. The customs authorities may communicate, in accordance with Article 12(1) and Article 16(1) of Regulation (EU) No 952/2013, confidential information acquired by the

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	customs authorities in the course of performing their duties, or provided to the customs authorities on a confidential basis, to the competent authority of the Member State where the operator or trader is established.	customs authorities in the course of performing their duties, or provided to the customs authorities on a confidential basis, to the competent authority of the Member State where the operator or trader is established.	customs authorities in the course of performing their duties, or provided to the customs authorities on a confidential basis, to the competent authority of the Member State where the operator or trader is established.	customs authorities in the course of performing their duties, or provided to the customs authorities on a confidential basis, to the competent authority of the Member State where the operator or trader is established. Text Origin: Commission Proposal
Article 44(4)				
577	4. Where the competent authorities have received information in accordance with paragraphs 1 to 3 of this Article, those competent authorities may communicate that information to competent authorities from other Member States.	4. Where the competent authorities have received information in accordance with paragraphs 1 to 3 of this Article, those competent authorities may communicate that information to competent authorities from other Member States.	4. Where the competent authorities have received information in accordance with paragraphs 1 to 3 of this Article, those competent authorities may communicate that information to competent authorities from other Member States.	4. Where the competent authorities have received information in accordance with paragraphs 1 to 3 of this Article, those competent authorities may communicate that information to competent authorities from other Member States. Text Origin: Commission Proposal
Article 44(5)				
578	5. Risk-related information shall be exchanged as follows:	5. Risk-related information shall be exchanged as follows:	5. Risk-related information shall be exchanged as follows:	5. Risk-related information shall be exchanged as follows: Text Origin: Commission Proposal
Article 44(5), point (a)				
579	(a) between customs authorities in accordance with	(a) between customs authorities in accordance with	(a) between customs authorities in accordance with	(a) between customs authorities in accordance with

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Article 46(5) of Regulation (EU) No 952/2013;	Article 46(5) of Regulation (EU) No 952/2013;	Article 46(5) of Regulation (EU) No 952/2013;	Article 46(5) of Regulation (EU) No 952/2013; Text Origin: Commission Proposal
Article 44(5), point (b)				
580	(b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013;	(b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013;	(b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013;	(b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013; Text Origin: Commission Proposal
Article 44(5), point (c)				
581	(c) between customs authorities and competent authorities, including competent authorities from other Member States, in accordance with Article 47(2) of Regulation (EU) No 952/2013.	(c) between customs authorities and competent authorities, including competent authorities from other Member States, in accordance with Article 47(2) of Regulation (EU) No 952/2013.	(c) between customs authorities and competent authorities, including competent authorities from other Member States, in accordance with Article 47(2) of Regulation (EU) No 952/2013.	(c) between customs authorities and competent authorities, including competent authorities from other Member States, in accordance with Article 47(2) of Regulation (EU) No 952/2013. Text Origin: Commission Proposal
Article 45				
582	Article 45 Electronic systems	Article 45 Electronic systems	Article 45 Electronic systems	Article 45 Electronic systems Text Origin: Commission Proposal
Article 45(1)				

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G 583	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.	1. The MOVE-HUB electronic system developed by the Commission shall be used for exchanging <u>and verifying</u> 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.	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~~ [...] Chapter .	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~~ [...] <u>Chapter</u> . Text Origin: Council Mandate
Article 45(2)				
G 584	2. The MOVE-HUB electronic system, referred to in paragraph 1 shall provide at least the following functionalities:	2. The MOVE-HUB electronic system, referred to in paragraph 1 shall provide at least the following functionalities:	2. The MOVE-HUB electronic system, referred to in paragraph 1 shall provide at least the following functionalities:	2. The MOVE-HUB electronic system, referred to in paragraph 1 shall provide at least the following functionalities: Text Origin: Commission Proposal
Article 45(2), point (a)				
G 585	(a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the	(a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the	(a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the	(a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	Member States interconnected with it;	Member States interconnected with it;	Member States interconnected with it;	Member States interconnected with it; Text Origin: Commission Proposal
Article 45(2), point (b)				
586	(b) enable an automated electronic check of data provided in a roadworthiness certificate as referred to in Annex II of Directive 2014/45/EU of the date of first registration of a vehicle, as well as of the Member State where a vehicle was last registered, as referred to in Directive 1999/37/EC, to determine whether a used vehicle to be exported complies with the requirements set out in Article 38, Article 39(1) and Article 40;	(b) enable an automated electronic check of data provided in a roadworthiness certificate as referred to in Annex II of Directive 2014/45/EU of the date of first registration of a vehicle, as well as of the Member State where a vehicle was last registered, as referred to in Directive 1999/37/EC, to determine whether a used vehicle to be exported complies with the requirements set out in Article 38, Article 39(1) and Article 40;	(b) enable an automated electronic check of data provided in a roadworthiness certificate as referred to in Annex II of Directive 2014/45/EU of the date of first registration of a vehicle, as well as of the Member State where a vehicle was last registered, as referred to in Directive 1999/37/EC, to determine whether a used vehicle to be exported complies with the requirements set out in Article 38, Article 39(1) and Article 40;	(b) enable an automated electronic check of data provided in a roadworthiness certificate as referred to in Annex II of Directive 2014/45/EU of the date of first registration of a vehicle, as well as of the Member State where a vehicle was last registered, as referred to in Directive 1999/37/EC, to determine whether a used vehicle to be exported complies with the requirements set out in Article 38, Article 39(1) and Article 40; Text Origin: Commission Proposal
Article 45(2), point (c)				
587	(c) interconnect to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 for the purpose of exchanging data and support the process of exchange of information referred to in Articles 39(1) and Article 40(2), as well as	(c) interconnect to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 for the purpose of exchanging data and support the process of exchange of information referred to in Articles 39(1) and Article 40(2), as well as	(c) interconnect to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 for the purpose of exchanging data and support the process of exchange of information referred to in Articles 39(1) and Article 40(2), as well as	(c) interconnect to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 for the purpose of exchanging data and support the process of exchange of information referred to in Articles 39(1) and Article 40(2), as well as

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	support the notifications referred to in Articles 41 to 43;	support the notifications referred to in Articles 41 to 43;	support the notifications referred to in Articles 41 to 43;	support the notifications referred to in Articles 41 to 43; Text Origin: Commission Proposal
Article 45(2), point (d)				
588	(d) for the purpose of cooperation with third countries under Article 44(2), allow electronic exchange of information with the competent authorities of third countries which have notified to the Commission pursuant to Article 40(2) the specific conditions for the import of used vehicles that they apply.	(d) for the purpose of cooperation with third countries under Article 44(2), allow electronic exchange of information with the competent authorities of third countries which have notified to the Commission pursuant to Article 40(2) the specific conditions for the import of used vehicles that they apply.	(d) for the purpose of cooperation with third countries under Article 44(2), allow electronic exchange of information with the competent authorities of third countries which have notified to the Commission pursuant to Article 40(2) the specific conditions for the import of used vehicles that they apply.	(d) for the purpose of cooperation with third countries under Article 44(2), allow electronic exchange of information with the competent authorities of third countries which have notified to the Commission pursuant to Article 40(2) the specific conditions for the import of used vehicles that they apply. Text Origin: Commission Proposal
Article 45(3)				
589	3. Member States shall interconnect their national vehicle registers and national electronic systems on roadworthiness with the MOVE-HUB electronic system referred to in paragraph 1. That interconnection shall be operational within 2 years after the adoption of the implementing act referred to in paragraph 5.	3. Member States shall interconnect their national vehicle registers and national electronic systems on roadworthiness with the MOVE-HUB electronic system referred to in paragraph 1. That interconnection shall be operational within 2 years after the adoption of the implementing act referred to in paragraph 5.	3. Member States shall interconnect their national vehicle registers and national electronic systems on roadworthiness with the MOVE-HUB electronic system referred to in paragraph 1. That interconnection shall be operational within 2 years after the adoption of the implementing act referred to in paragraph 5.	3. Member States shall interconnect their national vehicle registers and national electronic systems on roadworthiness with the MOVE-HUB electronic system referred to in paragraph 1. That interconnection shall be operational within 2 years after the adoption of the implementing act referred to in paragraph 5.

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				Text Origin: Commission Proposal
Article 45(3a)				
589a		<u>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.</u>		deleted Addressed in Recital 70
Article 45(4)				
590	4. The Commission shall interconnect the MOVE-HUB system referred to in paragraph 1 to the EU Customs Single Window Certificate Exchange System established in Article 4 of Regulation (EU) 2022/2399, so that the automated controls referred to in Article 39 and Article 40(2) and the notifications referred to in Articles 41, 42 and 43 can be performed. That interconnection shall be operational within 4 years after the adoption of the implementing act referred to in paragraph 5.	4. The Commission shall interconnect the MOVE-HUB system referred to in paragraph 1 to the EU Customs Single Window Certificate Exchange System established in Article 4 of Regulation (EU) 2022/2399, so that the automated controls referred to in Article 39 and Article 40(2) and the notifications referred to in Articles 41, 42 and 43 can be performed. That interconnection shall be operational within 4 years after the adoption of the implementing act referred to in paragraph 5.	4. The Commission shall interconnect the MOVE-HUB system referred to in paragraph 1 to the EU Customs Single Window Certificate Exchange System established in Article 4 of Regulation (EU) 2022/2399, so that the automated controls referred to in Article 39 and Article 40(2) and the notifications referred to in Articles 41, 42 and 43 can be performed. That interconnection shall be operational within 4 years after the adoption of the implementing act referred to in paragraph 5.	4. The Commission shall interconnect the MOVE-HUB system referred to in paragraph 1 to the EU Customs Single Window Certificate Exchange System established in Article 4 of Regulation (EU) 2022/2399, so that the automated controls referred to in Article 39 and Article 40(2) and the notifications referred to in Articles 41, 42 and 43 can be performed. That interconnection shall be operational within 4 years after the adoption of the implementing act referred to in paragraph 5. Text Origin: Commission Proposal
Article 45(5), first subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y 591	5. 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.	5. The Commission shall <u>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]</u> 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.	5. 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 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.	5. The Commission shall <u>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]</u> , 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. Text Origin: Council Mandate
Article 45(5), second subparagraph				
G 592	The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing ~~acts~~ act [...] shall be adopted in accordance with the examination procedure referred to in Article 51(2).	The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). Text Origin: EP Mandate
CHAPTER VI				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
593	CHAPTER VI ENFORCEMENT	CHAPTER VI ENFORCEMENT	CHAPTER VI ENFORCEMENT AND COMPLIANCE	
Article 45a				
593a			Article 45a <i>Obligations for certain online platforms</i>	<i>deleted</i>
Article 45a(13)				
593b			13. For the purpose of compliance with Article 30, paragraph 1, points (d) and (e) of Regulation (EU) 2022/2065, providers of online platforms, falling within the scope of Section 4 of Chapter III of Regulation (EU) 2022/2065, allowing consumers to conclude distance contracts with producers, shall obtain the following information from producers offering vehicles to consumers located in the Union, prior to allowing them to use their services:	<i>deleted</i>
Article 45c				
593c			(a) information on the registration pursuant to Article 19 of the producers in the Member State where the consumer is located and the	<i>deleted</i>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			registration number(s) of the producer in that register;	
Article 45d				
593d			(b) a self-certification by the producer committing to only offer products or services that comply with the applicable rules of Union law, including a self-certification by the producer confirming that it only offers vehicles with regard to which the extended producer responsibility requirements referred to in Article 16 of this Regulation are complied with in the Member State where the consumer is located.	deleted
Article 46				
594	Article 46 Inspections	Article 46 Inspections	Article 46 Inspections	Article 46 Inspections Text Origin: Commission Proposal
Article 46(0)				
594a			0. Member States shall, for the purpose of enforcing this Regulation, establish inspection strategies aimed at detecting illegal activities in the area of	<u>0. Member States shall, for the purpose of enforcing this Regulation, establish inspection strategies aimed at detecting illegal activities in the area of</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			collection, and treatment and export of end-of-life vehicles and their parts and components. These strategies shall provide for the actions referred to in paragraphs 1, 2 and 3 of this Article.	<u>collection, and treatment and export of end-of-life vehicles and their parts and components. These strategies shall provide for the actions referred to in paragraphs 1, 2 and 3 of this Article.</u> Text Origin: Council Mandate
Article 46(1)				
595	1. Member States shall, for the purpose of enforcing this Regulation, inspect:	1. Member States shall, for the purpose of enforcing this Regulation, inspect:	1. Member States shall, for the purpose of enforcing this Regulation, inspect:	1. Member States shall, for the purpose of enforcing this Regulation, inspect: Text Origin: Commission Proposal
Article 46(1), point (a)				
596	(a) authorised treatment facilities;	(a) authorised treatment facilities;	(a) authorised treatment facilities;	(a) authorised treatment facilities; Text Origin: Commission Proposal
Article 46(1), point (aa)				
596a		<u>(aa) collection points;</u>		<u>(aa) collection points;</u> Text Origin: EP Mandate
Article 46(1), point (b)				
597	(b) repair and maintenance operators;	(b) repair and maintenance operators;	(b) ~~repair and maintenance operators~~ /.../collection points;	(b) ~~repair and maintenance operators~~ ; <u>delete</u>
Article 46(1), point (c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 598	(c) other facilities and economic operators, which may treat end-of-life vehicles.	(c) other facilities and economic operators, which may treat end-of-life vehicles <u>or sell used spare parts and components removed from end-of-life vehicles.</u>	(c) other facilities and economic operators, which ~~may~~ treat[...]might be involved in the collection, treatment and export of end-of-life vehicles, or selling used spare parts and components.	(c) other facilities and economic operators, which ~~may~~ ~~treat~~ [...]might be involved in the <u>collection, treatment and export of</u> end-of-life vehicles, <u>or selling used spare parts and components.</u> Text Origin: Council Mandate
Article 46(2)				
Y 599	2. The inspections shall cover at least 10 % of the operators listed in paragraph 1, points (a) and (c), in each calendar year.	2. The inspections shall cover at least 10 % of the operators listed in paragraph 1, points (a) and (c), in each calendar year.	2. The inspections[...] total number of suspected illegal activities and legally operating entities that shall cover be subject to inspection each calendar year shall be calculated as at least 10 % of the operators listed in paragraph 1, points (a) and (c), ~~in each calendar year~~ [...]b[...].	
Article 46(3)				
G 600	3. Member States shall also carry out inspections concerning export of used vehicles in order to verify compliance with Article 38.	3. Member States shall also carry out <u>regular</u> inspections concerning export of used vehicles in order to verify compliance with Article 38.	3. Member States shall also carry out inspections concerning export of used vehicles in order to verify compliance with ~~Article~~ Articles 36 and 38.	3. Member States shall also carry out <u>regular and risk-based</u> inspections concerning export of used vehicles in order to verify compliance with Article 38. Text Origin: EP Mandate
Article 46(3a)				
G 600a		<u>3a.</u> <u>Member States shall develop an inspection plan to</u>		<u>3a.</u> <u>delete</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>identify and monitor the illegal treatment of end-of-life vehicles.</u>		
	Article 46(3b)			
G 600b				<u>3b. In order to distinguish between used vehicles and end-of-life vehicles, competent authorities of Member States may inspect shipments of used vehicles suspected to be end-of-life vehicles for compliance with the requirements set out in Article 37 and Annex I and monitor such shipments accordingly.</u>
	Article 46(3c)			
G 600c				<u>3c. Where the competent authorities in a Member State establish that an intended shipment of a used vehicle involves one or more end-of-life vehicles, the costs of appropriate analyses, inspections and storage of the vehicles suspected to be end-of-life vehicles may be charged to the persons arranging the shipment.</u>
	Article 47			
G 601	Article 47 Enforcement cooperation at national level and between Member States	Article 47 Enforcement cooperation at national level and between Member States	Article 47 Enforcement cooperation at national level and between Member States	Article 47 Enforcement cooperation at national level and between Member States

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
Article 47(1)				
602	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.	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, <u>missing vehicles, certification of destruction, export of used vehicles</u> as well as prevention of illegal treatment <u>and export</u> of end-of-life vehicles.	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.	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, <u>certification of destruction, export of used vehicles</u> as well as prevention of illegal treatment <u>and export</u> of end-of-life vehicles. Text Origin: EP Mandate
Article 47(2), first subparagraph				
603	2. 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	2. Member States shall cooperate, bilaterally and multilaterally, with one another in order to facilitate the prevention and detection of illegal treatment <u>and export</u> of end-of-life <u>vehicles</u>	2. 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	2. Member States shall cooperate, bilaterally and multilaterally, with one another in order to facilitate the prevention and detection of illegal treatment <u>and export</u> of end-of-life <u>vehicles</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.	<u>and to address the issue of missing</u> 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.	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.	<u>and to address the issue of missing</u> 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. Text Origin: EP Mandate
Article 47(2), second subparagraph				
G 604	The exchange of vehicle registration data shall include access to and exchange of data on performance, and the nature and results of the checks carried out, with other Member States' competent authorities to facilitate	The exchange of vehicle registration data shall include access to and exchange of data on performance, and the nature and results of the checks carried out, with other Member States' competent authorities to facilitate	The exchange of vehicle registration data shall include access to and exchange of data on performance, and the nature and results of the checks carried out, with other Member States' competent authorities to facilitate	The exchange of vehicle registration data shall include access to and exchange of data on performance, and the nature and results of the checks carried out, with other Member States' competent authorities to facilitate

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	the enforcement of this Regulation.	the enforcement of this Regulation.	the enforcement of this Regulation.	the enforcement of this Regulation. Text Origin: Commission Proposal
Article 47(3)				
G	605 3. Member States shall notify to the Commission which members of their permanent staff that are responsible for the cooperation referred to in paragraph 2 of this Article and Article 44.	3. Member States shall notify to the Commission which members of their permanent staff that are responsible for the cooperation referred to in paragraph 2 of this Article and Article 44.	3. Member States shall notify to the Commission which members of their permanent staff that are responsible for the cooperation referred to in paragraph 2 of this Article and Article 44.	3. Member States shall notify to the Commission which members of their permanent staff that are responsible for the cooperation referred to in paragraph 2 of this Article and Article 44. Text Origin: Commission Proposal
Article 47(3a)				
Y	605a	<u>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.</u>		
Article 47(3b)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Y	605b			<u>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.</u>				
Article 48								
G	606	Article 48 Penalties		Article 48 Penalties		Article 48 Penalties		Article 48 Penalties Text Origin: Commission Proposal
Article 48, first paragraph								
G	607	By [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 lay down the rules on penalties applicable to infringements of Article 15(1), Article 16, Article 19(1), Article 22(1) and (2), Articles 23 and 24, Article 25(1) and (2), Articles 26 to 32, and Articles 34, 35, 37 and 38 of this Regulation, and shall take all		By [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 lay down the rules on penalties applicable to infringements of Article 15(1), Article 16, Article 19(1), Article 22(1) and (2), Articles 23 and 24, Article 25(1) and (2), Articles 26 to 32, and Articles 34, 35, 37 and 38 of this Regulation, and shall take all		By [~~OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation~~ 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 lay down the rules on penalties applicable to infringements of Article 15(1), Article 16, Article 19(1)/.../18(1), Article 22(1) and		By [~~OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation~~ 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 lay down the rules on penalties applicable to infringements of Article 15(1), Article 16, Article 19(1)/.../18(1), Article 22(1) and

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall, without delay, notify the Commission of those rules and of those measures and shall notify it, without delay, of any subsequent amendment affecting them.	measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall, without delay, notify the Commission of those rules and of those measures and shall notify it, without delay, of any subsequent amendment affecting them.	(2), Articles 23 and 24, Article 25(1) and (2), Articles ~~26~~ 27 to 32, and Articles 34, 35, 37 and 38 of this Regulation, and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall, without delay, notify the Commission of those rules and of those measures and shall notify it, without delay, of any subsequent amendment affecting them.	(2), Articles 23 and 24, Article 25(1) and (2), Articles ~~26~~ 27 to 32, and Articles 34, 35, 37 and 38 of this Regulation, and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall, without delay, notify the Commission of those rules and of those measures and shall notify it, without delay, of any subsequent amendment affecting them. Text Origin: Council Mandate
Article 49				
608	Article 49 Reporting to the Commission	Article 49 Reporting to the Commission	Article 49 Reporting to the Commission	Article 49 Reporting to the Commission Text Origin: Commission Proposal
Article 49(1), first subparagraph				
609	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] Member States shall make publicly available in an aggregated form for each calendar year and in the format established	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] Member States shall make publicly available in an aggregated form for each calendar year and in the format established	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] Member States shall make publicly available in an aggregated form for each calendar year and in the format established	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] Member States shall make publicly available in an aggregated form for each calendar year and in the format established

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	by the Commission pursuant to paragraph 5, the following data, which shall be based on information and data received from producers, producer responsibility organisations and waste management operators:	by the Commission pursuant to paragraph 5, the following data, which shall be based on information and data received from producers, producer responsibility organisations and waste management operators:	by the Commission pursuant to paragraph 5, the following data, which shall be based on information and data received from producers, producer responsibility organisations and waste management operators:	by the Commission pursuant to paragraph 5, the following data, which shall be based on information and data received from producers, producer responsibility organisations and waste management operators: Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (a)				
610	(a) the number of vehicles registered in the Member State;	(a) the number of vehicles registered in the Member State;	(a) the number of vehicles registered in the Member State;	(a) the number of vehicles registered in the Member State; Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (b)				
611	(b) the number of vehicles made available on the market for the first time in the territory of the Member State;	(b) the number of vehicles made available on the market for the first time in the territory of the Member State;	(b) the number of vehicles made available on the market for the first time in the territory of the Member State;	(b) the number of vehicles made available on the market for the first time in the territory of the Member State; Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (c)				
612	(c) the number and weight of end-of-life vehicles collected and depolluted in the Member State;	(c) the number and weight of end-of-life vehicles collected and depolluted in the Member State;	(c) the number and weight of end-of-life vehicles collected and depolluted in the Member State;	(c) the number and weight of end-of-life vehicles collected and depolluted in the Member State; Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (d)				

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G 613	(d) the number and weight of end-of-life vehicles recycled in the territory of the Member State;	(d) the number and weight of end-of-life vehicles recycled in the territory of the Member State;	(d) the number and weight of end-of-life vehicles recycled in the territory of the Member State;	(d) the number and weight of end-of-life vehicles recycled in the territory of the Member State; Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (e)				
G 614	(e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country;	(e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country;	(e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country;	(e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country; Text Origin: Commission Proposal
Article 49(1), first subparagraph, point (ea)				
G 614a		<u>(ea) the number and weight of end-of-life vehicles imported or shipped for further treatment from another Member State or a third country;</u>		<u>(ea) the number and weight of end-of-life vehicles imported or shipped for further treatment from a third country;</u> Text Origin: EP Mandate
Article 49(1), first subparagraph, point (eb)				
G 614b		<u>(eb) the number of used vehicles released for export or imported from third country;</u>		<u>(eb) the number of used vehicles released for export to third country or the number of used vehicles imported from third country;</u> Text Origin: EP Mandate
Article 49(1), first subparagraph, point (f)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G	615	(f) the number of certificates of destruction issued;	(f) the number of certificates of destruction issued;	(f) the number of certificates of destruction issued; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (g)					
Y	616	(g) the total amount and weight of parts, components and materials removed from end-of-life vehicles for purpose of;	(g) the total amount and weight of parts, components and materials removed from end-of-life vehicles for purpose of;	(g) the total ~~amount and [...]~~ weight <u>and, where relevant, the amount</u> of parts, components and materials removed from end-of-life vehicles for purpose of; Text Origin: Council Mandate	Y
Article 49(1), first subparagraph, point (g)(i)					
G	617	(i) reuse;	(i) reuse;	(i) reuse; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (g)(ii)					
G	618	(ii) remanufacturing or refurbishment;	(ii) remanufacturing or refurbishment;	(ii) remanufacturing or refurbishment; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (g)(iii)					
G	619	(iii) recycling;	(iii) recycling;	(iii) recycling; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (g)(iv)					

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G 620	(iv) recovery, including energy recovery;	(iv) recovery, including energy recovery;	(iv) recovery, including energy recovery;	(iv) recovery, including energy recovery; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (g)(v)					
G 621	(v) disposal;	(v) disposal;	(v) disposal;	(v) disposal; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (h)					
G 622	(h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d);	(h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d);	(h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d);	(h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d); Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (i)					
G 623	(i) the amount and weight of end-of-life-vehicles used for backfilling;	(i) the amount and weight of end-of-life-vehicles used for backfilling;	(i) the amount and weight of end-of-life-vehicles used for backfilling;	(i) the amount and weight of end-of-life-vehicles used for backfilling; Text Origin: Commission Proposal	G
Article 49(1), first subparagraph, point (j)					
G 624	(j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State;	(j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State;	(j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State;	(j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State;	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	Article 49(1), first subparagraph, point (k)			
G	625 (k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State;	(k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State;	(k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State;	(k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State; Text Origin: Commission Proposal
	Article 49(1), first subparagraph, point (l)			
G	626 (l) data on the producer responsibility organisations, including the names of the legal persons they represent;	(l) data on the producer responsibility organisations, including the names of the legal persons they represent;	(l) data on the producer responsibility organisations, including the names of the legal persons they represent;	(l) data on the producer responsibility organisations, including the names of the legal persons they represent; Text Origin: Commission Proposal
	Article 49(1), first subparagraph, point (m)			
G	627 (m) data on the implementation of Article 21.	(m) data on the implementation of Article 21.	(m) data on the implementation of Article 21.	(m) data on the implementation of Article 21. Text Origin: Commission Proposal
	Article 49(1), first subparagraph, point (ma)			
G	627a	<u>(ma) the quantities of critical raw materials removed and recovered from end-of-life vehicles.</u>		<u>(ma) the quantities of parts and components containing relevant amounts of critical raw materials removed from end-of-life vehicles and the quantities of critical raw</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>materials recovered from these parts and components.</u> Text Origin: EP Mandate
Article 49(1), second subparagraph				
628	Member States shall make the data referred to in paragraph 1 publicly available within 18 months of the end of the reporting period for which it is collected. The data shall be machine readable, sortable and searchable, and shall respect open standards for third party use. Member States shall notify the Commission when the data referred to in the first subparagraph is made available.	Member States shall make the data referred to in paragraph 1 publicly available within 18 months of the end of the reporting period for which it is collected. The data shall be machine readable, sortable and searchable, and shall respect open standards for third party use. Member States shall notify the Commission when the data referred to in the first subparagraph is made available.	Member States shall make the data referred to in paragraph 1 publicly available within 18 months of the end of the reporting period for which it is collected. The data shall be machine readable, sortable and searchable, and shall respect open standards for third party use. Member States shall notify the Commission when the data referred to in the first subparagraph is made available.	Member States shall make the data referred to in paragraph 1 publicly available within 18 months of the end of the reporting period for which it is collected. The data shall be machine readable, sortable and searchable, and shall respect open standards for third party use. Member States shall notify the Commission when the data referred to in the first subparagraph is made available. Text Origin: Commission Proposal
Article 49(1), third subparagraph				
629	The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5.	The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5.	The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5.	The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5. Text Origin: Commission Proposal
Article 49(2)				
630	2. The data made available by Member States in accordance	2. The data made available by Member States in accordance	2. The data made available by Member States in accordance	2. The data made available by Member States in accordance

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	with paragraph 1 shall be accompanied by a quality check report. That information shall be presented in the format established by the Commission pursuant to paragraph 5.	with paragraph 1 shall be accompanied by a quality check report. That information shall be presented in the format established by the Commission pursuant to paragraph 5.	with paragraph 1 shall be accompanied by a quality check report. That information shall be presented in the format established by the Commission pursuant to paragraph 5.	with paragraph 1 shall be accompanied by a quality check report. That information shall be presented in the format established by the Commission pursuant to paragraph 5. Text Origin: Commission Proposal
Article 49(3), first subparagraph				
G 631	3. Member States shall every 5 years draw up a report summarising:	3. Member States shall every 5 years draw up a report summarising:	3. Member States shall every 5 years draw up a report summarising:	3. Member States shall every 5 years draw up a report summarising: Text Origin: Commission Proposal
Article 49(3), first subparagraph, point (a)				
G 632	(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33;	(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33 <u>and their impact</u> ;	(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33;	(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33 <u>and their estimated impact</u> ; Text Origin: EP Mandate
Article 49(3), first subparagraph, point (b)				
G 633	(b) the application of penalties and other sanctions envisaged in their national law for infringements of this Regulation	(b) the application of penalties and other sanctions envisaged in their national law for infringements of this Regulation	(b) the application of penalties and other sanctions envisaged in their national law for infringements of this Regulation	(b) the application of penalties and other sanctions envisaged in their national law for infringements of this Regulation

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	adopted in accordance with Article 48, including a list of type of infringements notified and types of measures taken;	adopted in accordance with Article 48, including a list of type of infringements notified and types of measures taken;	adopted in accordance with Article 48, including a list of type of infringements notified and types of measures taken;	adopted in accordance with Article 48, including a list of type of infringements notified and types of measures taken; Text Origin: Commission Proposal
Article 49(3), first subparagraph, point (c)				
G 634	(c) results of inspections carried out in accordance with Article 46;	(c) results of inspections carried out in accordance with Article 46;	(c) results of inspections carried out in accordance with Article 46;	(c) results of inspections carried out in accordance with Article 46; Text Origin: Commission Proposal
Article 49(3), first subparagraph, point (d)				
G 635	(d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context.	(d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context.	(d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context.	(d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context. Text Origin: Commission Proposal
Article 49(3), second subparagraph				
G 636	Member States shall submit the report to the Commission within 6 months from the end of the five year period which it covers. The first report shall be provided to the Commission by [OP: please insert a date = the first day of the month	Member States shall submit the report to the Commission within 6 months from the end of the five year period which it covers. The first report shall be provided to the Commission by [OP: please insert a date = the first day of the month	Member States shall submit the report to the Commission within 6 months from the end of the five year period which it covers. The first report shall be provided to the Commission by [OP: please insert a date = the first day of the month	Member States shall submit the report to the Commission within 6 months from the end of the five year period which it covers. The first report shall be provided to the Commission by [OP: please insert a date = the first day of the month

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	following 6 years after the date of entry into force of this Regulation].	following 6 years after the date of entry into force of this Regulation].	following 6 years after the date of entry into force of this Regulation].	following 6 years after the date of entry into force of this Regulation]. Text Origin: Commission Proposal
Article 49(3), third subparagraph				
Y	637 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.	The Commission shall review the reports submitted by the Member States and, ~~if appropriate,~~ draw up <u>and publish</u> reports on the received information in order <u>to evaluate the implementation of this Regulation in Member States</u> and to facilitate the exchange of information on best practices applied in the Member States.	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.	The Commission shall review the reports submitted by the Member States and, ~~if appropriate,~~ draw up <u>and publish</u> reports on the received information in order <u>to support the evaluation of the implementation of this Regulation in Member States</u> and to facilitate the exchange of information on best practices applied in the Member States. Text Origin: EP Mandate
Article 49(4)				
G	638 4. For the purpose of monitoring the implementation of this Regulation, the Commission shall collect and review the information made available in accordance with this Article.	4. For the purpose of monitoring the implementation of this Regulation, the Commission shall collect and review the information made available in accordance with this Article.	4. For the purpose of monitoring the implementation of this Regulation, the Commission shall collect and review the information made available in accordance with this Article.	4. For the purpose of monitoring the implementation of this Regulation, the Commission shall collect and review the information made available in accordance with this Article. Text Origin: Commission Proposal
Article 49(5), first subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
639	5. The Commission shall adopt implementing acts laying down:	5. The Commission shall adopt implementing acts laying down:	5. The Commission shall adopt implementing acts laying down:	5. The Commission shall adopt implementing acts laying down: Text Origin: Commission Proposal
Article 49(5), first subparagraph, point (a)				
640	(a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including:	(a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including:	(a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including:	(a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including: Text Origin: Commission Proposal
Article 49(5), first subparagraph, point (a)(i)				
641	(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);	(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), <u>(i) and (ma)</u> ~~and (i)~~ ;	(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);	(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), <u>(i) and (ma)</u> ~~and (i)~~ ; Text Origin: EP Mandate
Article 49(5), first subparagraph, point (a)(ii)				
642	(ii) the methodology for determining the weight of recycled waste, including determination of calculation points and measurement points, and, if	(ii) the methodology for determining the weight of recycled waste, including determination of calculation points and measurement points, and, if	(ii) the methodology for determining the weight of recycled waste, including determination of calculation points and measurement points, and, if	(ii) the methodology for determining the weight of recycled waste, including determination of calculation points and measurement points, and, if

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	necessary, possibilities of applying average loss rates;	necessary, possibilities of applying average loss rates;	necessary, possibilities of applying average loss rates;	necessary, possibilities of applying average loss rates; Text Origin: Commission Proposal
	Article 49(5), first subparagraph, point (a)(iii)			
Y	643 (iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34.	(iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34.	(iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34, including the case of combined shredding of end-of-life vehicles with other wastes referred to in Article 28 and Part G, point 1 of Annex VII.	(iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34, <u>including the case of combined shredding of end-of-life vehicles with other wastes referred to in Article 28 and Part G, point 1 of Annex VII.</u> Text Origin: Council Mandate
	Article 49(5), first subparagraph, point (b)			
G	644 (b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report.	(b) the format for the reporting to the Commission referred to in ~~paragraph~~ <u>paragraphs 1, 2, and 3</u> , as well as the format for the quality check report.	(b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report.	(b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report. Text Origin: Commission Proposal
	Article 49(5), second subparagraph			
G	645 Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).	Those implementing acts shall be adopted <u>by ... [OP: Please insert the date = the first day of the month following 24 months after</u>	Those implementing acts shall be adopted <u>by [OP: Please insert the date = the last day of the month following 30 months after the</u>	Those implementing acts shall be adopted <u>by [OP: Please insert the date = the last day of the month following 30 months after the</u>

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		<u>the entry into force of this Regulation]</u> in accordance with the examination procedure referred to in Article 51(2).	date of entry into force of this Regulation] , in accordance with the examination procedure referred to in Article 51(2).	<u>date of entry into force of this Regulation]</u> , in accordance with the examination procedure referred to in Article 51(2). Text Origin: Council Mandate
Article 49(6)				
646	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.	6. Producers, producer responsibility organisations, waste management operators and other relevant economic operators <u>shall</u> provide competent authorities with accurate and reliable data allowing Member States to fulfil their reporting obligations under this Article.	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.	6. Producers, producer responsibility organisations, waste management operators and other relevant economic operators <u>shall</u> provide competent authorities with accurate and reliable data allowing Member States to fulfil their reporting obligations under this Article. Text Origin: EP Mandate
CHAPTER VII				
647	CHAPTER VII DELEGATED POWERS AND COMMITTEE PROCEDURE	CHAPTER VII DELEGATED POWERS AND COMMITTEE PROCEDURE	CHAPTER VII DELEGATED POWERS AND COMMITTEE PROCEDURE	CHAPTER VII DELEGATED POWERS AND COMMITTEE PROCEDURE Text Origin: Commission Proposal
Article 50				
648	Article 50 Exercise of the delegation	Article 50 Exercise of the delegation	Article 50 Exercise of the delegation	Article 50 Exercise of the delegation Text Origin: Commission Proposal

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Article 50(1)				
G 649	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. Text Origin: Commission Proposal
Article 50(2)				
Y 650	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 [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.	2. The power to adopt delegated acts referred to in Articles 5(4), <u>6(2)</u> , 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) <u>[final list to be updated upon end of negotiations]</u> shall be 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	2. The power to adopt delegated acts referred to in Articles 5(2b) , 5(4) , 6(2b) ~~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)~~ 27(4)[...] , [37(6)] [...] , [...] 40(3) and 55(2a) shall be 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] 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	

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				months before the end of each period.		Council opposes such extension no later than three months before the end of each period.		
Article 50(3)								
Y	651	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.		3. The delegation of power referred to in Articles 5(4), <u>6(2)</u> , 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) <u>[final list to be updated upon end of negotiations]</u> 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.		3. The delegation of power referred to in Articles 5(2b) , 5(4) , 6(2b) ~~5(4)~~ , 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), ~~21(2)~~ <u>[...]</u> , 22(4), ~~27(4), 38(7) and 40(3)~~ 27(4)[...] , [37(6)] [...] , [...] 40(3) and 55(2a) 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.		
Article 50(4)								
G	652	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of		4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of		4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of		4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	13 April 2016 on Better Law-Making.	13 April 2016 on Better Law-Making.	13 April 2016 on Better Law-Making.	13 April 2016 on Better Law-Making. Text Origin: Commission Proposal
Article 50(5)				
G	653 5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council. Text Origin: Commission Proposal
Article 50(6)				
Y	654 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 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	6. A delegated act adopted pursuant to Articles 5(4), <u>6(2)</u> , 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) <u>[final list to be updated upon end of negotiations]</u> 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 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	6. A delegated act adopted pursuant to Articles Articles (2b), 5(4), 6(2b) ~~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)~~ 27(4)/...], 22(4), 27(4), 38(7) and 40(3)27(4)/...], [37(6)] [...], [...] 40(3) and 55(2a) 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 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	

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	European Parliament or of the Council.	period shall be extended by two months at the initiative of the European Parliament or of the Council.	period shall be extended by two months at the initiative of the European Parliament or of the Council.		
Article 51					
G	655 Article 51 Committee procedure	Article 51 Committee procedure	Article 51 Committee procedure	Article 51 Committee procedure Text Origin: Commission Proposal	G
Article 51(1)					
Y	656 1. The Commission shall be assisted by the committee established by Article 39 of Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by the committee established by Article 39 of Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by the committee established by Article 39 of Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by the committee established by Article 39 of Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011. Text Origin: EP Mandate	Y
Article 51(1a)					
Y	656a		a) the committee established by Article 39 of Directive 2008/98/EC;		Y
Article 51(1b)					
Y	656b		b) the Technical Committee on Motor Vehicles, when the implementing act concerns the manufacturer;		Y
Article 51(1c)					

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Y	656c				c)	the Roadworthiness Committee, when the implementing act concerns the connection of national vehicle registers and national roadworthiness registers.		
Article 51(1d)								
Y	656d					These committees shall be committees within the meaning of Regulation (EU) No 182/2011.		
Article 51(2)								
Y	657	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2.	Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2.	Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.		
CHAPTER VIII								
G	658	CHAPTER VIII AMENDMENTS		CHAPTER VIII AMENDMENTS		CHAPTER VIII AMENDMENTS		CHAPTER VIII AMENDMENTS Text Origin: Commission Proposal
Article 51a								

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Y 658a			Article 52 <i>Amendments to Regulation (EU) 2023/1542</i>	<u>Article 52</u> <u><i>Amendments to Regulation (EU) 2023/1542</i></u> Text Origin: Council Mandate
Article 51b				
Y 658b			Annex I to Regulation (EU) 2023/1542 is amended in accordance with Annex XII to this Regulation. Entries 5(a), 5(b)(i), 5(b)(ii) and 16 of Annex II of Directive 2000/53/EC shall not apply.	<u>Annex I to Regulation (EU) 2023/1542 is amended in accordance with Annex XII to this Regulation. Entries 5(a), 5(b)(i), 5(b)(ii) and 16 of Annex II of Directive 2000/53/EC shall not apply.</u> Text Origin: Council Mandate
Article 53				
659	Article 53 Amendments to Regulation (EU) 2019/1020	Article 53 Amendments to Regulation (EU) 2019/1020	Article 53 Amendments to Regulation (EU) 2019/1020 and to Regulation (EU) 2024/1252	
Article 53, first paragraph				
660	In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted.	In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted.	1. In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted.	
Article 53, first paragraph a				
660a			2. Regulation (EU) 2024/1252 shall be amended as follows:	
Article 53, first paragraph b				

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660b			(1) Article 2(43) is deleted	
Article 53, first paragraph c				
660c			(2) Article 2(44) is amended as follows:	
Article 53, first paragraph d				
660d			“light means of transport” means any light wheeled vehicle that can be powered by the electric motor alone or by a combination of motor and human power, including electric scooters, electric bicycles and type-approved vehicles [...] of categories L _{1e} and L _{2e} , excluding type-approved vehicles of categories L _{3e} to L _{7e} as defined in Regulation 168/2013”	
Article 53, first paragraph e				
660e			(3) Article 28(1) is amended as follows:	
Article 53, first paragraph f				
660f			“1. From two years after the date of entry into force of the implementing act referred to in paragraph 2, any natural or legal person that places on the market magnetic resonance imaging devices, wind energy generators, industrial robots,	

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			[...] light means of transport, cooling generators, heat pumps, electric motors, including where electric motors are integrated in other products, automatic washing machines, tumble driers, microwaves, vacuum cleaners or dishwashers shall ensure that those products bear a conspicuous, clearly legible and indelible label indicating”	
Article 53, first paragraph g				
660g			(4) Article 28(10) is amended as follows:	
Article 53, first paragraph h				
660h			“10. From 24 May 2029, this Article shall apply to magnetic resonance imaging devices, [...]and light means of transport [...]including[...]type-approved vehicles of categories L _{1e} and L _{2e} as defined in Regulation 168/2013.”	
Article 53, first paragraph i				
660i			(5) Article 28(11) is amended as follows:	
Article 53, first paragraph j				
660j			“This Article shall not apply to the vehicle categories specified	

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			in the [OP: insert ELV Regulation]:	
Article 53, first paragraph k				
660k			(6) Article 29(6) is amended as follows:	
Article 53, first paragraph l				
660l			“For magnetic resonance imaging devices, [...]and light means of transport [...]including[...]type-approved vehicles of categories L _{1e} and L _{2e} as defined in Regulation 168/2013, the requirements set out in paragraphs 1 and 5 shall apply from five years after the date of entry into force of the delegated act referred to in paragraph 2.”	
Article 53, first paragraph m				
660m			(7) Article 29(7) is amended as follows:	
Article 53, first paragraph n				
660n			“This Article shall not apply to the vehicle categories specified in the [OP: insert ELV Regulation]:	
Article 53, first paragraph o				

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660o			(8) Articles 40 and 41 and Article 49(2) are deleted.	
Article 54				
661	Article 54 Amendments to Regulation (EU) 2018/858	Article 54 Amendments to Regulation (EU) 2018/858	Article 54 ~~Amendments to Regulation (EU) 2018/858~~ Amendments to Regulation (EU) 2018/858 and to Regulation (EU) 168/2013	Article 54 Amendments to Regulation (EU) 2018/858 <u>and to Regulation (EU) 168/2013</u> Text Origin: EP Mandate
Article 54, first paragraph				
662	Annex II to Regulation (EU) 2018/858 is amended in accordance with Annex X to this Regulation.	Annex II to Regulation (EU) 2018/858 is amended in accordance with Annex X to this Regulation.	Annex II to Regulation (EU) 2018/858 ~~is~~ and Annex II to Regulation (EU) 168/2013 are[...] amended in accordance with Annex X to this Regulation.	Annex II to Regulation (EU) 2018/858 ~~is~~ <u>and Annex II to Regulation (EU) 168/2013 are[...]</u> amended in accordance with Annex X to this Regulation. Text Origin: Council Mandate
CHAPTER IX				
663	CHAPTER IX FINAL PROVISIONS	CHAPTER IX FINAL PROVISIONS	CHAPTER IX FINAL PROVISIONS	CHAPTER IX FINAL PROVISIONS Text Origin: Commission Proposal
Article 55				
664	Article 55 Review	Article 55 Review	Article 55 Review	Article 55 Review Text Origin: Commission Proposal
Article 55(1)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
665	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.	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. <u>Where appropriate, the report shall be accompanied by a legislative proposal to amend relevant provisions of this Regulation.</u>	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.	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. <u>Where appropriate, the report shall be accompanied by a legislative proposal to amend relevant provisions of this Regulation.</u> Text Origin: EP Mandate
Article 55(2)				
666	2. Taking account of technical progress and practical experience gained in Member States as well as any revision of Regulation (EC) No 1907/2006, the Commission shall, in its report, include an evaluation on the following aspects of this Regulation:	2. Taking account of technical progress and practical experience gained in Member States as well as any revision of Regulation (EC) No 1907/2006, the Commission shall, in its report, include an evaluation on the following aspects of this Regulation:	2. Taking account of technical progress and practical experience gained in Member States as well as any revision of Regulation (EC) No 1907/2006, the Commission shall, in its report, include an evaluation on the following aspects of this Regulation:	2. Taking account of technical progress and practical experience gained in Member States as well as any revision of Regulation (EC) No 1907/2006, the Commission shall, in its report, include an evaluation on the following aspects of this Regulation: Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 55(2), point (a)				
667	(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 M ₂ , M ₃ , N ₂ , N ₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858;	(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}~~ <u>L_{1e}, L_{2e}, L_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}</u> as defined in Article 4(2), ~~points (c) to (g),~~ of the Regulation (EU) 168/2013 and vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858;	(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 ~~...~~ to vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858, L _{1e} , L _{2e} , L _{3e} , L _{4e} , L _{5e} , L _{6e} and L _{7e} as defined in Article 4(2), points (c) to (g), of [...] Regulation (EU) 168/2013 and special purpose vehicles of categories M ₂ , M ₃ , N ₂ , and N ₃ [...] as defined in Article [...] 3 point (31) of Regulation (EU) 2018/858;	(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}~~ <u>L_{1e}, L_{2e}, L_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}</u> as defined in Article 4(2), ~~points (c) to (g),~~ of the Regulation (EU) 168/2013 and vehicles of categories M ₂ , M ₃ , N ₂ , N ₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858; Text Origin: EP Mandate
Article 55(2), point (aa)				
667a		<u>(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;</u>		<u>(aa) the need to extend the scope of provisions applicable to vehicles that are type-approved in multi-stage type approval and to motor caravans and to include trailer caravans into the scope of this Regulation;</u> Text Origin: EP Mandate
Article 55(2), point (a1)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y	667b		(a1) the need to extend the scope of this Regulation, in particular provisions of Chapters Va to vehicles of categories L3e, L4e, L5e, L6e and L7e, as defined in Article 4(2), points (c) to (g), of Regulation (EU) 168/2013.	<u>(a1) the need to extend the scope of this Regulation, in particular provisions of Chapters Va to vehicles of L categories, as defined in Article 4(2) of Regulation (EU) 168/2013.</u> Text Origin: Council Mandate
	Article 55(2), point (b)			
G	668	(b) the measures concerning provision of information on substances of concern present in vehicles and the need of introducing further provisions addressing substances of concern that may affect high-quality recycling of vehicles at their end-of-life;	(b) the measures concerning provision of information on substances of concern present in vehicles and the need of introducing further provisions addressing substances of concern that may affect high-quality recycling of vehicles at their end-of-life;	(b) the measures concerning provision of information on substances of concern present in vehicles and the need of introducing further provisions addressing substances of concern that may affect high-quality recycling of vehicles at their end-of-life; Text Origin: Commission Proposal
	Article 55(2), point (c)			
G	669	(c) the measures regarding management of end-of-life vehicles laid down in Chapter IV, including the levels of targets laid down in Article 34 and the need of their revision;	(c) the measures regarding management of end-of-life vehicles laid down in Chapter IV, including the levels of targets laid down in Article 34 and the need of their revision;	(c) the measures regarding management of end-of-life vehicles laid down in Chapter IV, including the levels of targets laid down in Article 34 and the need of their revision; Text Origin: Commission Proposal
	Article 55(2), point (ca)			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y	669a		(c1) the need to extend the scope of this Regulation with regard to recycling target levels, as laid down in Article 34, to the vehicle categories to which Article 34 does not apply under this Regulation;	<u>(c1) the need to extend the scope of this Regulation with regard to recycling target levels, as laid down in Article 34, to the vehicle categories to which Article 34 does not apply under this Regulation;</u> Text Origin: Council Mandate
Article 55(2), point (d)				
G	670	(d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48;	(d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48;	(d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48; Text Origin: Commission Proposal
Article 55(2), point (e)				
G	671	(e) the need to amend Article 5 of this Regulation.	(e) the need to amend Article 5 of this Regulation.	(e) the need to amend Article 5 of this Regulation. Text Origin: Commission Proposal
Article 55(2), point (ea)				
Y	671a		(f) the extent to which the issue of the missing vehicles has been solved and the need to include further measures addressing the issue of the traceability of vehicles;	<u>(ea) the extent to which the issue of missing vehicles has been solved, including estimates on the number of missing vehicles and the impact of the measures regarding export of used vehicles laid down in Chapter V and the</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u><i>need to include further measures addressing the issue of the traceability of vehicles;</i></u>
Article 55(2), point (eb)				
671b		<u><i>(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;</i></u>		
Article 55(2), point (eb)				
671c			(g) the requirements for plastic recycled content, including targets and obligations for recycling installations in and outside the Union as laid down in article 6(1c) and (2), and the need for revision on that basis. This assessment shall also consider developments for steel and aluminium as laid down in article 6(3) and under other relevant EU legislations, such as Regulation (EU) 2025/40 or Regulation (EU) 2024/1781, to ensure coherence and alignment.	
Article 55(2), point (ec)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
671d			(ec)	<u>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;</u>				
Article 55(2), point (ec)								
671e					(h)	the measure regarding the cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State laid down in article 22 and the need for their revision;	(h)	<u>the measure regarding the cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State laid down in article 22 and the need for their revision;</u> Text Origin: Council Mandate
Article 55(2), point (ed)								
671f			(eb)	<u>the measures concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life;</u>			(eb)	<u>the measures concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life;</u> Text Origin: EP Mandate
Article 55(2), point (ee)								
671g					2a.	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	2a.	<u>By 31 December 203*</u> [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

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
						Commission shall review the state of technological development and environmental performance of bio-based plastic content in vehicles, taking into consideration the sustainability criteria laid down in Article 29 of Directive (EU) 2018/2001;		<u>Commission shall review the state of technological development and environmental performance of bio-based plastic content in vehicles, taking into consideration the sustainability criteria laid down in Article 29 of Directive (EU) 2018/2001;</u> Text Origin: Council Mandate	
		Article 55(2), point (ef)							
G		671h		<u>(ec) the impact of differences in the national roadworthiness criteria to the used vehicles exports and the internal market.</u>				<u>(ec) the impact of differences in the national roadworthiness criteria on the used vehicles exports.</u> Text Origin: EP Mandate	G
		Article 55(2), point (eg)							
Y		671i				2b. Where appropriate, and based on that review, the Commission shall present a legislative proposal in order to:		<u>2b. Where appropriate, and based on that review, the Commission shall present a legislative proposal in order to:</u> Text Origin: Council Mandate	Y
		Article 55(2), point (eh)							
Y		671j				(i) lay down sustainability requirements for bio-based feedstock in plastic used in vehicles;		<u>(i) lay down sustainability requirements for bio-based feedstock in plastic used in vehicles;</u> Text Origin: Council Mandate	Y

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
		Article 55(2), point (ei)							
Y		671k			(ii)	lay down targets to increase the use of bio-based feedstock in plastic used in vehicles;	(ii)	<u>lay down targets to increase the use of bio-based feedstock in plastic used in vehicles;</u>	Y
								Text Origin: Council Mandate	
		Article 55(2), point (ej)							
Y		671l			(iii)	assess to which extent this may be combined with or added to the targets set out in paragraph 1 of Article 6;	(iii)	<u>assess to which extent this may be combined with or added to the targets set out in paragraph 1 of Article 6;</u>	Y
								Text Origin: Council Mandate	
		Article 55(2), point (ek)							
Y		671m			(iv)	modify, where appropriate, the definition of bio-based plastic set out in Article 3(1)(43).	(iv)	<u>modify, where appropriate, the definition of bio-based plastic set out in Article 3(1)(43).</u>	Y
								Text Origin: Council Mandate	
		Article 55(2), point (el)							
Y		671n				This shall be without prejudice to Article 7a of Regulation (EU) 2019/631.		<u>This shall be without prejudice to Article 7a of Regulation (EU) 2019/631.</u>	Y
								Text Origin: Council Mandate	
		Article 55(2a)							
R		671o			2a.	<u>By ... /60 months from the date of entry into force of this</u>			R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>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:</u> <u>(a) the availability of suitable plastic recycling technologies;</u> <u>(b) the sufficient availability of recycled plastic;</u> <u>(c) the level of quality of recycled plastic comparing to the level of safety required and;</u> <u>(d) technical and economic difficulties to reach the target.</u> <u>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,</u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>timing or level of minimum percentages set out therein.</u>		
	Article 56			
G	672 Article 56 Repeal and transitional provisions	Article 56 Repeal and transitional provisions	Article 56 Repeal and transitional provisions	Article 56 Repeal and transitional provisions Text Origin: Commission Proposal
	Article 56(1), first subparagraph			
R	673 1. Directive 2000/53/EC is repealed with effect from [OP: Please insert the date = the first day of the month following 12 months after the date of entry into force of this Regulation].	1. Directive 2000/53/EC is repealed with effect from [OP: Please insert the date = the first day of the month following 12 months after the date of entry into force of this Regulation].	1. Directive 2000/53/EC is repealed with effect from [OP: Please insert the date = the first day of the month following ~~12~~ ...24 months after the date of entry into force of this Regulation].	
	Article 56(1), second subparagraph			
G	674 However, the following provisions of Directive 2000/53/EC shall continue to apply:	However, the following provisions of Directive 2000/53/EC shall continue to apply:	However, the following provisions of Directive 2000/53/EC shall continue to apply:	However, the following provisions of Directive 2000/53/EC shall continue to apply: Text Origin: Commission Proposal
	Article 56(1), second subparagraph, point (a)			
Y	675 (a) Article 4(2) until [OP: Please insert the date the last day of the month following 71 months after the date of entry into force of this Regulation];	(a) Article 4(2) until [OP: Please insert the date the last day of the month following 71 months after the date of entry into force of this Regulation];	(a) Notwithstanding Article 52 of this Regulation , Article 4(2) until [OP: Please insert the date the last day of the month following 71 months after the date of entry into force of this Regulation];	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Article 56(1), second subparagraph, point (b)				
Y 676	(b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, Article 7(1), Article 8(3) and (4), until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];	(b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, Article 7(1), Article 8(3) and (4), until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];	(b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, Article 7(1), Article 8(3) and (4), until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];	(b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, Article 7(1), Article 8(3) and (4), until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation]; Text Origin: Commission Proposal
Article 56(1), second subparagraph, point (ba)				
G 676a			(b1) Article 6(3) first subparagraph and Annex I, until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of the Regulation];	<u>(b1) Article 6(3) first subparagraph and Annex I, until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of the Regulation];</u> Text Origin: Council Mandate
Article 56(1), second subparagraph, point (c)				
G 677	(c) Article 7(2) point (b), until 31 December 20** [OP: Please insert the year = the last day of the year following 35 months after the date of entry into force of this Regulation];	(c) Article 7(2) point (b), until 31 December 20** [OP: Please insert the year = the last day of the year following 35 months after the date of entry into force of this Regulation];	(c) Article 7(2) point (b), until 31 December 20** [OP: Please insert the year = the last day of the year following 35 months after the date of entry into force of this Regulation];	(c) Article 7(2) point (b), until 31 December 20** [OP: Please insert the year = the last day of the year following 35 months after the date of entry into force of this Regulation]; Text Origin: Commission Proposal
Article 56(1), second subparagraph, point (d)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
678	(d) Article 9, paragraphs (1a) sub-paragraphs 1 and 3, (1b) and (1d) until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];	(d) Article 9, paragraphs (1a) sub-paragraphs 1 and 3, (1b) and (1d) until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];	(d) Article 9, paragraphs (1a) sub-paragraphs 1 and 3, (1b) and (1d) until [OP: Please insert the date = ~~the last day of the month following~~ the last day of the month following 35 months after the date of entry into force of this Regulation];	(d) Article 9, paragraphs (1a) sub-paragraphs 1 and 3, (1b) and (1d) until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation]; Text Origin: Commission Proposal
Article 56(1), second subparagraph, point (e)				
679	(e) Article 9(1a), sub-paragraph two, until [OP: Please insert the date = the last day of the month following 59 months after the date of entry into force of the Regulation].	(e) Article 9(1a), sub-paragraph two, until [OP: Please insert the date = the last day of the month following 59 months after the date of entry into force of the Regulation].	(e) Article 9(1a), sub-paragraph two, until [OP: Please insert the date = the last day of the month following 59 months after the date of entry into force of the Regulation].	(e) Article 9(1a), sub-paragraph two, until [OP: Please insert the date = the last day of the month following 59 months after the date of entry into force of the Regulation]. Text Origin: Commission Proposal
Article 56(2), first subparagraph				
680	2. Directive 2005/64/EC is repealed with effect from [OP: Please insert the date = the last day of the month following 71 months after the date of entry into force of this Regulation].	2. Directive 2005/64/EC is repealed with effect from [OP: Please insert the date = the last day of the month following 71 months after the date of entry into force of this Regulation].	2. Directive 2005/64/EC is repealed with effect from [OP: Please insert the date = the last day of the month following 71 months after the date of entry into force of this Regulation].	2. Directive 2005/64/EC is repealed with effect from [OP: Please insert the date = the last day of the month following 71 months after the date of entry into force of this Regulation]. Text Origin: Commission Proposal
Article 56(2), second subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 681	However, its Article 6(3) is repealed with effect from [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation].	However, its Article 6(3) is repealed with effect from [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation].	However, its Article 6(3) is repealed with effect from [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation] <i>OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation</i> .	However, its Article 6(3) is repealed with effect from [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation]. Text Origin: Commission Proposal
Article 56(3)				
G 682	3. References to the repealed Directives shall be construed as references to this Regulation and shall be read in accordance with the correlation tables in Annex XI.	3. References to the repealed Directives shall be construed as references to this Regulation and shall be read in accordance with the correlation tables in Annex XI.	3. References to the repealed Directives shall be construed as references to this Regulation and shall be read in accordance with the correlation tables in Annex XI.	3. References to the repealed Directives shall be construed as references to this Regulation and shall be read in accordance with the correlation tables in Annex XI. Text Origin: Commission Proposal
Article 56(3a)				
Y 682a			4. By way of derogation from Article 8(2), until [72 months after entry into force of this Regulation], where this provision refers to Article 4, such a reference shall be construed as a reference to Article 5 of Directive 2005/64.	
Article 56(3b)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
Y	682b					By way of derogation from Article 8(2), until [72 months after entry into force of this Regulation], where this provision refers to Article 5, such a reference shall be construed as a reference to Article 6 (2) of Directive 2005/64.			Y
	Article 56(3a)								
Y	682c					Article 56a Applicability to and in the United Kingdom in respect of Northern Ireland		Article 56a <u>Applicability to and in the United Kingdom in respect of Northern Ireland</u> Text Origin: Council Mandate	Y
	Article 56(3b)								
Y	682d					1. Articles 15-30, 33-35 and 36(2) shall not apply to and in the United Kingdom in respect of Northern Ireland.		<u>1. Articles 15-30, 33-35 and 36(2) shall not apply to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate	Y
	Article 56(3c)								
Y	682e					2. Article 14 shall apply only in respect of Articles 31-32 and 36(1) to and in the United Kingdom in respect of Northern Ireland.		<u>2. Article 14 shall apply only in respect of Articles 31-32 and 36(1) to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate	Y

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
Article 56(3d)									
Y	682f				3.	Articles 46(1)(a) and 46(2) shall not apply to and in the United Kingdom in respect of Northern Ireland.	3.	<u>Articles 46(1)(a) and 46(2) shall not apply to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate	Y
Article 56(3e)									
Y	682g				4.	Articles 47(1) and 47(2) shall not apply as regards the prevention of illegal treatment of end-of-life vehicles to and in the United Kingdom in respect of Northern Ireland.	4.	<u>Articles 47(1) and 47(2) shall not apply as regards the prevention of illegal treatment of end-of-life vehicles to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate	Y
Article 56(3f)									
Y	682h				5.	Article 47(2) shall not apply as regards the exchange of relevant information on authorised treatment facilities to and in the United Kingdom in respect of Northern Ireland.	5.	<u>Article 47(2) shall not apply as regards the exchange of relevant information on authorised treatment facilities to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate	Y
Article 56(3g)									
Y	682i				6.	Article 48 shall not apply to and in the United Kingdom in respect of Northern Ireland as regards Articles 15(1), 16, 19(1),	6.	<u>Article 48 shall not apply to and in the United Kingdom in respect of Northern Ireland as regards Articles 15(1), 16, 19(1),</u>	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			22(1) and (2), 23, 24, 25(1) and (2), 26-30, 34 and 35	<u>22(1) and (2), 23, 24, 25(1) and (2), 26-30, 34 and 35</u> Text Origin: Council Mandate
	Article 56(3h)			
Y	682j		7. Articles 49(1)(c), (d), (f), (g)(iii), (g)(iv), (g)(v), (h), (i), (j), (k), (l) and (m) and 49(3)(n) shall not apply to and in the United Kingdom in respect of Northern Ireland.	<u>7. Articles 49(1)(c), (d), (f), (g)(iii), (g)(iv), (g)(v), (h), (i), (j), (k), (l) and (m) and 49(3)(n) shall not apply to and in the United Kingdom in respect of Northern Ireland.</u> Text Origin: Council Mandate
	Article 57			
G	683	Article 57 Entry into force and application	Article 57 Entry into force and application	Article 57 Entry into force and application Text Origin: Commission Proposal
	Article 57(1)			
G	684	1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. Text Origin: Commission Proposal
	Article 57(2), first subparagraph			
R	685	2. It shall apply from [OP: Please insert the date = the first	2. It shall apply from [OP: Please insert the date = the first	2. It shall apply from [OP: Please insert the date = the first

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	day of the month following 12 months after the date of entry into force of this Regulation].	day of the month following 12 months after the date of entry into force of this Regulation].	day of the month following ~~12[...]~~ 24 months after the date of entry into force of this Regulation].	
	Article 57(2), second subparagraph			
Y	686 However, Article 54 shall apply from [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation].	However, Article 54 shall apply from [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation].	However, Article 54 shall apply from [OP: Please insert the date = the first day of the month ~~OP:~~ Please insert the date = the first day of the month following 72[...] 36 months after the date of entry into force of this Regulation after the date of entry into force of this Regulation].	However, Article 54 shall apply from [OP: Please insert the date = the first day of the month following ~~72~~ [XX] months after the date of entry into force of this Regulation]. Text Origin: Council Mandate
	Article 57(2), third subparagraph			
G	687 This Regulation shall be binding in its entirety and directly applicable in the Member States.	This Regulation shall be binding in its entirety and directly applicable in the Member States.	This Regulation shall be binding in its entirety and directly applicable in the Member States.	This Regulation shall be binding in its entirety and directly applicable in the Member States. Text Origin: Commission Proposal
	Formula			
G	688 Done at Brussels,	Done at Brussels,	Done at Brussels,	Done at Brussels, Text Origin: Commission Proposal
	Formula			
G	689 For the European Parliament	For the European Parliament	For the European Parliament	For the European Parliament

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	Formula			
G 690	The President	The President	The President	The President Text Origin: Commission Proposal
	Formula			
G 691	For the Council	For the Council	For the Council	For the Council Text Origin: Commission Proposal
	Formula			
G 692	The President	The President	The President	The President Text Origin: Commission Proposal
	ANNEX I			
G 693	ANNEX I	ANNEX I	ANNEX I	ANNEX I Text Origin: Commission Proposal
	ANNEX I, first paragraph			
694	CRITERIA FOR DETERMINATION WHETHER A USED VEHICLE IS AN END-OF-LIFE VEHICLE	CRITERIA FOR DETERMINATION WHETHER A USED VEHICLE IS AN END-OF-LIFE VEHICLE	CRITERIA FOR DETERMINATION WHETHER A USED[...] VEHICLE IS AN END-OF-LIFE VEHICLE	
	ANNEX I, first paragraph a			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
694a			This Annex establishes the criteria determining whether a vehicle is an end-of-life vehicle, and shall be applied as follows:	
ANNEX I, first paragraph b				
694b			1. Part A lays down the criteria to assess the irreparability of a vehicle. If one or more of these criteria are met, the vehicle shall be considered an end-of-life vehicle.	
ANNEX I, first paragraph c				
694c			To determine whether the vehicle is an end-of-life vehicle or not, an independent automotive expert shall assess if the vehicle meets the criteria of Annex I, Part A. Member States may establish an exhaustive list of independent automotive experts to carry out these assessments.	
ANNEX I, first paragraph d				
694d			2. If none of the criteria of Part A apply, the vehicle shall also be assessed against the criteria of Part B. If one or more of the criteria of Part B apply, further analysis is required to determine whether the vehicle	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			can be sufficiently repaired, within two years after the assessment, to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU in the Member State where the vehicle was registered before repair.	
ANNEX I, first paragraph e				
694e			If the assessment determines that the vehicle cannot be repaired within this period, it shall be considered an end-of-life vehicle. If the assessment determines that the vehicle can be repaired within this period, it shall not be considered an end-of-life vehicle. If within two years following that technical assessment, the vehicle owner does not provide a roadworthiness certificate to the competent authority in accordance with Directive 2014/45/EU, the vehicle shall be considered an end-of-life vehicle.	
ANNEX I, first paragraph f				
694f			To determine whether the vehicle is an end-of-life vehicle or not, an independent	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			automotive expert shall assess the vehicle according to the first subparagraph of paragraph two. Member States may establish a list of independent automotive experts to carry out these assessments.	
ANNEX I, first paragraph g				
694g			3. A vehicle that fulfils the criteria of Part A or Part B is not an end-of-life vehicle as long as it meets the criteria of Part C.	
ANNEX I, Part I				
695	Part I PART A	Part I PART A	Part I PART A	Part I PART A Text Origin: Commission Proposal
ANNEX I, second paragraph				
696	CRITERIA FOR ASSESSMENT OF REPARABILITY OF VEHICLES	CRITERIA FOR ASSESSMENT OF REPARABILITY OF VEHICLES	CRITERIA FOR ASSESSMENT OF REPARABILITY OF ~~REPARABILITY OF~~ [...] END OF LIFE VEHICLES	
ANNEX I, point 1.				
697	1. A vehicle is technically irreparable if it meets one or more of the following criteria:	1. A vehicle is ~~technically~~ irreparable ~~if~~ when it meets one or more of the following criteria:	1. A vehicle is ~~technically~~ irreparable if [...] [...] [...] an end of life vehicle when it meets one or more of the following criteria:	
ANNEX I, point 1.(a)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
698	(a) it has been cut into pieces or stripped;	(a) it has been cut into pieces or ~~stripped~~ <u>dismantled for reuse of its parts or is no longer used as a vehicle</u> ;	(a) ~~(a)~~ it has been cut into pieces or stripped [...];	
ANNEX I, point 1.(b)				
699	(b) it has been welded up or closed by insulating foam;	<i>deleted</i>	(b) it has ~~been one or more~~ entry points [...] welded up or closed by insulating foam;	
ANNEX I, point 1.(c)				
700	(c) it has been completely burnt to the point where the engine compartment or passenger compartment is destroyed;	(c) it has been ~~completely~~ burnt to the point where the engine compartment – or passenger compartment is <u>completely</u> destroyed;	(c) it has been ~~completely~~ [...] burnt to the point where the engine compartment – or passenger compartment is completely destroyed;	(c) it has been ~~completely~~ burnt to the point where the engine compartment – or passenger compartment is <u>completely</u> destroyed; Text Origin: EP Mandate
ANNEX I, point 1.(d)				
701	(d) it has been been submerged in water to a level above the dashboard;	(d) it has ~~been~~ been submerged in water to a level above the dashboard;	(d) it has been been submerged in water to a level above the dashboard;	(d) it has ~~been~~ been submerged in water to a level above the dashboard; Text Origin: EP Mandate
ANNEX I, point 1.(e)				
702	(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 ~~cannot be can, from a~~ <u>technical point of view, be neither</u> repaired ~~or nor~~ replaced:	(e) one or several of the following components of the vehicle ~~cannot be repaired or replaced~~ are not technically repairable or replaceable [...];	
ANNEX I, point 1.(e)(i)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
703	(i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components;	(i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components;	(i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components;	(i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components; Text Origin: Commission Proposal
ANNEX I, point 1.(e)(ii)				
704	(ii) seat fixings and joints;	(ii) seat fixings and joints;	(ii) seat fixings and joints;	(ii) seat fixings and joints; Text Origin: Commission Proposal
ANNEX I, point 1.(e)(iii)				
705	(iii) airbags, pre-tensioners, safety belts, and their peripheral operating components;	(iii) airbags, pre-tensioners, safety belts, and their peripheral operating components;	(iii) airbags, pre-tensioners, safety belts, and their peripheral operating components;	(iii) airbags, pre-tensioners, safety belts, and their peripheral operating components; Text Origin: Commission Proposal
ANNEX I, point 1.(e)(iv)				
706	(iv) the vehicle's hull and chassis;	(iv) the vehicle's hull and chassis;	(iv) the vehicle's hull and chassis;	(iv) the vehicle's hull and chassis; Text Origin: Commission Proposal
ANNEX I, point 1.(f)				
707	(f) its structural and safety components have technical defects that are irreversible and turn them non-replaceable, such as metal	(f) its structural and safety components have technical defects that are irreversible and ~~turn them non-replaceable, such as metal~~	(f) its structural and safety components have technical defects that are irreversible and turn them non-replaceable, such as metal	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	aging, multiple breaks in primers, or excessive perforating corrosion;	~~aging, multiple breaks in primers, or excessive perforating corrosion;~~ <u>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.</u>	aging, multiple breaks in primers, or excessive perforating corrosion;	
ANNEX I, point 1.(g)				
708	(g) its repair requires the replacement of the engine, gearbox, shell, or chassis assembly, resulting in the loss of the vehicle's original identity.	<i>deleted</i>	(g) its repair requires the replacement of the ~~engine, gearbox,~~ [...] shell, or chassis assembly, resulting in the loss of the vehicle's original identity.	
ANNEX I, point 1.(ga)				
708a			(h) it was handed over for treatment to an authorised collection point or an authorised treatment facility or a certificate of destruction was issued for it;	
ANNEX I, point 1.(gb)				
708b			(i) it has been declared as a total technical loss by an insurance company, based on the technical assessment carried out by an automotive expert.	
ANNEX I, point 1.(gc)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
708c			(j) it lacks means allowing it to be identified, in particular the Vehicle Identification Number.	
ANNEX I, point 2.				
709	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.	<i>deleted</i>	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[...]	2. <i>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.</i>
ANNEX I, point 3., first subparagraph				
710	3. A vehicle may be considered technically irreparable when:	<i>deleted</i>	3. A vehicle may be considered technically irreparable when:[...]	3. <i>A vehicle may be considered technically irreparable when:</i> Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (a)				
711	(a) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;	<i>deleted</i>	(a) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system:[...]	(a) <i>it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;</i> Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 712	(b) its doors are not attached to it;	<i>deleted</i>	(b) ~~its doors are not attached to it; [...]~~	(b) ~~its doors are not attached to it;~~ Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (c)				
G 713	(c) its fuel or fuel vapours are discharged posing a risk of fire and explosion;	<i>deleted</i>	(c) ~~its fuel or fuel vapours are discharged posing a risk of fire and explosion; [...]~~	(c) ~~its fuel or fuel vapours are discharged posing a risk of fire and explosion;~~ Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (d)				
G 714	(d) gas has leaked from its liquid gas system posing a risk of fire and explosion;	<i>deleted</i>	(d) ~~gas has leaked from its liquid gas system posing a risk of fire and explosion; [...]~~	(d) ~~gas has leaked from its liquid gas system posing a risk of fire and explosion;~~ Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (e)				
G 715	(e) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or	<i>deleted</i>	(e) ~~its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or [...]~~	(e) ~~its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or~~ Text Origin: Council Mandate
ANNEX I, point 3., first subparagraph, point (f)				
G 716	(f) its brakes and steering components are excessively worn.	<i>deleted</i>	(f) ~~its brakes and steering components are excessively worn [...]~~	(f) ~~its brakes and steering components are excessively worn.~~ Text Origin: Council Mandate
ANNEX I, point 3., second subparagraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
717	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.	<i>deleted</i>	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[...]	~~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.~~ Text Origin: Council Mandate
ANNEX I, Part II				
718	Part II PART B	Part II PART B	Part II PART B	Part II PART B Text Origin: Commission Proposal
ANNEX I, third paragraph				
719	INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES	INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES	[...] LIST OF INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES	Text Origin: Council Mandate
ANNEX I, fourth paragraph				
720	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 <u>during an individual assessment</u> as additional justification to determine if a used vehicle is an end-of-life vehicle:	The following criteria ~~may also be used as additional justification to determine if a used vehicle is an end-of-life vehicle~~ shall be assessed [...]:	
ANNEX I, fourth paragraph, point (a)				
721	(a) absence of means allowing to identify a vehicle, in	(a) absence of means allowing to identify a vehicle, in	(a) ~~absence of means allowing to identify a vehicle, in~~	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	particular the Vehicle Identification Number;	particular the Vehicle Identification Number;	~~particular the Vehicle Identification Number;~~	
ANNEX I, fourth paragraph, point (b)				
722	(b) its owner is unknown;	(b) ~~it is impossible to establish who is the~~ owner ~~is unknown~~ ;	(b) ~~its[...][...] the vehicle~~ owner is unknown or the vehicle is abandoned ;	
ANNEX I, fourth paragraph, point (c)				
723	(c) it has not had its required national technical roadworthiness test for more than two years from the date when this was last required;	<i>deleted</i>	(c) it has not had its required national technical roadworthiness test for more than two years from the date when this was last required or it has not been insured for at least two years ;	
ANNEX I, fourth paragraph, point (d)				
724	(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; ~~or~~	(d) it is not appropriately protected against damage during storage, transportation, loading and unloading; ~~or~~ [...]	
ANNEX I, fourth paragraph, point (e)				
725	(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; ~~i~~	(e) [...] it has been declared as a total economic loss by an insurance company ; ~~it was handed over for treatment to an authorised collection point or an authorised waste treatment facility.~~	
ANNEX I, fourth paragraph, point (ea)				
725a			(f) the repair costs necessary to repair that vehicle	

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						to a technical condition that would be sufficient to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU and its current value exceed its estimated market value after repair;		
		ANNEX I, fourth paragraph, point (ea)						
G	725b		<u>(ea) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;</u>		(g) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;		<u>(ea) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;</u>	G
		ANNEX I, fourth paragraph, point (ec)						
	725c				(h) one or more of its doors are not attached to it;			
		ANNEX I, fourth paragraph, point (eb)						
G	725d		<u>(eb) its fuel or fuel vapours are discharged posing a risk of fire and explosion;</u>		(i) its fuel or fuel vapours are discharged posing a risk of fire and explosion;		<u>(eb) its fuel or fuel vapours are discharged posing a risk of fire and explosion;</u>	G
		ANNEX I, fourth paragraph, point (ec)						
G	725e		<u>(ec) gas has leaked from its liquid gas system posing a risk of fire and explosion; or</u>		(j) gas has leaked from its liquid gas system posing a risk of fire and explosion;		<u>(ec) gas has leaked from its liquid gas system posing a risk of fire and explosion; or</u>	G
		ANNEX I, fourth paragraph, point (ef)						

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
725f		<u>(ed) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution.</u>	(k) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid electrolyte solution, coolant liquid) have been discharged posing a risk of water pollution;	
ANNEX I, fourth paragraph, point (eg)				
725g			(l) its brakes and steering components are excessively worn; [...]	
ANNEX I, fourth paragraph, point (eh)				
725h			(m) its repair requires the replacement of the engine or gearbox.; or	
ANNEX I, fourth paragraph, point (ei)				
725i			(n) it has been dismantled.	
ANNEX I, fourth paragraph, point (ej)				
725j			PART C	
ANNEX I, fourth paragraph, point (ek)				
725k			CRITERIA FOR EXEMPTIONS OF END-OF- LIFE VEHICLES	
ANNEX I, fourth paragraph, point (ed)				
725l			SECTION 1	deleted
ANNEX I, fourth paragraph, point (ee)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
G	725m					VEHICLES OF SPECIAL CULTURAL INTEREST		<i>deleted</i>
ANNEX I, fourth paragraph, point (ef)								
G	725n					1. Competent authorities in the Member State of registration of a vehicle, or one of its appointed authorising bodies, may recognise a vehicle as having a special cultural interest when it meets all of the following criteria:		<i>deleted</i>
ANNEX I, fourth paragraph, point (eg)								
G	725o					(a) its unique historical or cultural value or status has been documented by the vehicle owner or by the competent authorities of the Member State where a vehicle is registered or it is a single modified or custom-built vehicle which has been individually approved in accordance with Regulation (EU) 2018/858 or national law;		<i>deleted</i>
ANNEX I, fourth paragraph, point (eh)								
G	725p					(b) the vehicle owner is known and can be identified;		<i>deleted</i>
ANNEX I, fourth paragraph, point (ei)								

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 725q			(c) the parts of the vehicle can be identified by a serial number, or other identification provided by the manufacturer or assigned by the competent authority;	<i>deleted</i>
ANNEX I, fourth paragraph, point (ej)				
G 725r			(d) the vehicle can be identified by the Vehicle Identification Number (VIN), or serial number, or other identification provided by the manufacturer or assigned by a competent authority;	<i>deleted</i>
ANNEX I, fourth paragraph, point (ek)				
G 725s			Upon request by the vehicle owner for the purpose of and prior to any export, competent authorities in the Member State of registration shall issue a certificate recognising a vehicle as having a special cultural interest where the abovementioned criteria are fulfilled.	<i>deleted</i>
ANNEX I, fourth paragraph, point (el)				
G 725t			2. The vehicle owner shall ensure that:	<i>deleted</i>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX I, fourth paragraph, point (em)				
725u			(a) the vehicle is appropriately protected against damage during storage, transportation, loading and unloading;	<i>deleted</i>
ANNEX I, fourth paragraph, point (en)				
725v			(b) the vehicle is kept and handled in an appropriate environmentally sound manner according to Union or national law.	<i>deleted</i>
ANNEX I, fourth paragraph, point (eo)				
725w			(c) the certificate referred to in paragraph 1 shall be provided or made available to customs authorities upon request.	<i>deleted</i>
ANNEX I, fourth paragraph, point (ep)				
725x			3. The compliance of the vehicle with the criteria of paragraph 1 and paragraph 2 shall be verified at least every five years, or in case of a change in ownership.	<i>deleted</i>
ANNEX I, fourth paragraph, point (ey)				
725y			SECTION 2 OTHER EXEMPTIONS	
ANNEX I, fourth paragraph, point (ez)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
725z			1. Competent authorities in the Member State of registration of a vehicle, or one of its appointed authorising bodies, may exempt a vehicle that is considered as an end-of-life vehicle in accordance with Part A or Part B, when the vehicle concerned is subject to restoration, upon request by a vehicle owner.	
ANNEX I, fourth paragraph, point (eaa)				
725aa			The vehicle owner shall submit a restoration plan to the competent authorities, including the specification of the necessary technical and financial capacities, to repair the vehicle to a technical condition sufficient to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU. The restoration plan shall be approved by an independent automotive expert.	
ANNEX I, fourth paragraph, point (eab)				
725ab			Competent authorities may grant the exemption if the vehicle can be restored within five years to a technical	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			condition that is sufficient to pass the roadworthiness test in accordance with Directive 2014/45/EU. If competent authorities consider that the restoration plan does not provide sufficient information demonstrating that the vehicle can be restored to the required condition, competent authorities may request the vehicle owner to revise the restoration plan.	
ANNEX I, fourth paragraph, point (eac)				
725ac			2. The vehicle owner shall ensure that:	
ANNEX I, fourth paragraph, point (ead)				
725ad			(a) the vehicle is appropriately protected against damage during storage, transportation, loading and unloading;	
ANNEX I, fourth paragraph, point (eae)				
725ae			(b) the vehicle is kept and handled in an appropriate environmentally sound manner according to Union or national law.	
ANNEX I, fourth paragraph, point (eaf)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
725af			3. If within five years following the submission of the restoration plan, the vehicle owner does not provide a roadworthiness certificate to the competent authority in accordance with Directive 2014/45/EU, the competent authority shall declare that vehicle as an end-of-life vehicle and request the vehicle owner to deliver it to an authorised treatment facility or to a collection point without undue delay. Competent authorities may extend the restoration period for successive terms of five years. Each extension shall be based on an updated restoration plan which shall be approved by an independent automotive expert.	
ANNEX I, fourth paragraph, point (eag)				
725ag			4. The costs related to the restoration and the assessments carried out by the independent automotive experts shall be borne by the vehicle owner.	
ANNEX II				
G 726	ANNEX II	ANNEX II	ANNEX II	ANNEX II G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX II, first paragraph				
727	CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY	CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY	CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY	CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY Text Origin: Commission Proposal
ANNEX II, second paragraph				
728	For the purposes of this Annex, 'reference vehicle' means the version within a vehicle type, which is identified by the approval authority, in consultation with the manufacturer and in accordance with the criteria laid down in Annex II Part A, as being the most problematic in terms of reusability, recyclability and recoverability.	For the purposes of this Annex, 'reference vehicle' means the version within a vehicle type, which is identified by the approval authority, in consultation with the manufacturer and in accordance with the criteria laid down in Annex II Part A, as being the most problematic in terms of reusability, recyclability and recoverability.	For the purposes of this Annex, 'reference vehicle' means the version within a vehicle type, which is identified by the approval authority, in consultation with the manufacturer and in accordance with the criteria laid down in Annex II Part A, as being the most problematic in terms of reusability, recyclability and recoverability.	For the purposes of this Annex, 'reference vehicle' means the version within a vehicle type, which is identified by the approval authority, in consultation with the manufacturer and in accordance with the criteria laid down in Annex II Part A, as being the most problematic in terms of reusability, recyclability and recoverability. Text Origin: Commission Proposal
ANNEX II, Part I				
729	Part I PART A	Part I PART A	Part I PART A	Part I PART A Text Origin: Commission Proposal
ANNEX II, point 1.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
730	1. The materials present in the vehicle and their respective shares and locations shall be specified, together with any relevant information necessary to correctly calculate the rates of recyclability and recoverability.	1. The materials present in the vehicle and their respective shares and locations shall be specified, together with any relevant information necessary to correctly calculate the rates of recyclability and recoverability.	1. The materials present in the vehicle and their respective shares and locations shall be specified, together with any relevant information necessary to correctly calculate the rates of recyclability and recoverability.	1. The materials present in the vehicle and their respective shares and locations shall be specified, together with any relevant information necessary to correctly calculate the rates of recyclability and recoverability. Text Origin: Commission Proposal
ANNEX II, point 2.				
731	2. Masses shall be expressed in kg with one decimal place. The rates shall be calculated in percent with one decimal place, then rounded as follows:	2. Masses shall be expressed in kg with one decimal place. The rates shall be calculated in percent with one decimal place, then rounded as follows:	2. Masses shall be expressed in kg with one decimal place. The rates shall be calculated in percent with one decimal place, then rounded as follows:	2. Masses shall be expressed in kg with one decimal place. The rates shall be calculated in percent with one decimal place, then rounded as follows: Text Origin: Commission Proposal
ANNEX II, point 2.(a)				
732	(a) if the figure following the decimal point is between 0 and 4, the total is rounded down;	(a) if the figure following the decimal point is between 0 and 4, the total is rounded down;	(a) if the figure following the decimal point is between 0 and 4, the total is rounded down;	(a) if the figure following the decimal point is between 0 and 4, the total is rounded down; Text Origin: Commission Proposal
ANNEX II, point 2.(b)				
733	(b) if the figure following the decimal point is between 5 and 9, the total is rounded up.	(b) if the figure following the decimal point is between 5 and 9, the total is rounded up.	(b) if the figure following the decimal point is between 5 and 9, the total is rounded up.	(b) if the figure following the decimal point is between 5 and 9, the total is rounded up.

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX II, point 3.				
G 734	3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria:	3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria:	3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria:	3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria: Text Origin: Commission Proposal
ANNEX II, point 3.(a)				
G 735	(a) the type of bodywork;	(a) the type of bodywork;	(a) the type of bodywork;	(a) the type of bodywork; Text Origin: Commission Proposal
ANNEX II, point 3.(b)				
G 736	(b) the available trim levels;	(b) the available trim levels;	(b) the available trim levels;	(b) the available trim levels; Text Origin: Commission Proposal
ANNEX II, point 3.(c)				
G 737	(c) the available optional equipment which can be fitted under the manufacturer's responsibility.	(c) the available optional equipment which can be fitted under the manufacturer's responsibility.	(c) the available optional equipment which can be fitted under the manufacturer's responsibility.	(c) the available optional equipment which can be fitted under the manufacturer's responsibility. Text Origin: Commission Proposal
ANNEX II, point 4.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
738	4. Should the type-approval authority and the manufacturer fail jointly to identify the most problematic version within a type of vehicle, in terms of reusability, recyclability and recoverability, one reference vehicle shall be selected, within:	4. Should the type-approval authority and the manufacturer fail jointly to identify the most problematic version within a type of vehicle, in terms of reusability, recyclability and recoverability, one reference vehicle shall be selected, within:	4. Should the type-approval authority and the manufacturer fail jointly to identify the most problematic version within a type of vehicle, in terms of reusability, recyclability and recoverability, one reference vehicle shall be selected, within:	4. Should the type-approval authority and the manufacturer fail jointly to identify the most problematic version within a type of vehicle, in terms of reusability, recyclability and recoverability, one reference vehicle shall be selected, within: Text Origin: Commission Proposal
ANNEX II, point 4.(a)				
739	(a) each ‘type of bodywork’, as defined in point 2 of part C of Annex I to Regulation (EU) 2018/858 in the case of M ₁ vehicles;	(a) each ‘type of bodywork’, as defined in point 2 of part C of Annex I to Regulation (EU) 2018/858 in the case of M ₁ vehicles;	(a) each ‘type of bodywork’, as defined in point 2 of part C of Annex I to Regulation (EU) 2018/858 in the case of M ₁ vehicles;	(a) each ‘type of bodywork’, as defined in point 2 of part C of Annex I to Regulation (EU) 2018/858 in the case of M ₁ vehicles; Text Origin: Commission Proposal
ANNEX II, point 4.(b)				
740	(b) each ‘type of bodywork’, i.e., van, chassis-cab, pick-up, etc., in the case of N ₁ vehicles.	(b) each ‘type of bodywork’, i.e., van, chassis-cab, pick-up, etc., in the case of N ₁ vehicles.	(b) each ‘type of bodywork’, i.e., van, chassis-cab, pick-up, etc., in the case of N ₁ vehicles.	(b) each ‘type of bodywork’, i.e., van, chassis-cab, pick-up, etc., in the case of N ₁ vehicles. Text Origin: Commission Proposal
ANNEX II, point 5.				
741	5. For the purposes of checks of the materials and masses of component parts, the manufacturer	5. For the purposes of checks of the materials and masses of component parts, the manufacturer	5. For the purposes of checks of the materials and masses of component parts, the manufacturer	5. For the purposes of checks of the materials and masses of component parts, the manufacturer

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	shall make available vehicles and component parts as deemed necessary by the type-approval authority.	shall make available vehicles and component parts as deemed necessary by the type-approval authority.	shall make available vehicles and component parts as deemed necessary by the type-approval authority.	shall make available vehicles and component parts as deemed necessary by the type-approval authority. Text Origin: Commission Proposal
ANNEX II, Part II				
742	Part II PART B	Part II PART B	Part II PART B	Part II PART B Text Origin: Commission Proposal
ANNEX II, point 6.				
743	6. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner.	6. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner.	~~6~~ 1. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner.	~~6~~ 1. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner. Text Origin: Council Mandate
ANNEX II, point 7.				
744	7. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable.	7. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable.	~~7~~ 2. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable.	~~7~~ 2. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable. Text Origin: Council Mandate
ANNEX II, point 8.				
745	8. Parts and components listed in Part B, points 1 and 2, of Annex VII shall be considered as 0	8. Parts and components listed in Part B, points 1 and 2, of Annex VII shall be considered as 0	~~8~~ 3. Parts and components listed in Part B, points 1 and 2, of Annex VII shall be considered as 0	~~8~~ 3. Parts and components listed in Part B, points 1 and 2, of Annex VII shall be considered as 0

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	% reusable and 100 % recyclable and recoverable. Parts and components listed in Part E of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. The methodology shall ensure, that in case of amending Annex VII results in the extending the list of parts and components listed in Part E of that Annex, these newly added parts and components shall be considered as 0 % reusable and 100 % recyclable and recoverable.	% reusable and 100 % recyclable and recoverable. Parts and components listed in Part E of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. The methodology shall ensure, that in case of amending Annex VII results in the extending the list of parts and components listed in Part E of that Annex, these newly added parts and components shall be considered as 0 % reusable and 100 % recyclable and recoverable.	% reusable and 100 % recyclable and recoverable. Parts and components listed in Part E of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. The methodology shall ensure, that in case of amending Annex VII results in the extending the list of parts and components listed in Part E of that Annex, these newly added parts and components shall be considered as 0 % reusable and 100 % recyclable and recoverable.	% reusable and 100 % recyclable and recoverable. Parts and components listed in Part E of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. The methodology shall ensure, that in case of amending Annex VII results in the extending the list of parts and components listed in Part E of that Annex, these newly added parts and components shall be considered as 0 % reusable and 100 % recyclable and recoverable. Text Origin: Council Mandate
	ANNEX II, point 9.			
G 746	9. The calculation of the rates of reusability, recyclability and recoverability shall be coherent with the circularity strategy, reflecting technological progress in end-of-life treatment technologies.	9. The calculation of the rates of reusability, recyclability and recoverability shall be coherent with the circularity strategy, reflecting technological progress in end-of-life treatment technologies.	94. The calculation of the rates of reusability, recyclability and recoverability shall be coherent with the circularity strategy, reflecting technological progress in end-of-life treatment technologies.	94. The calculation of the rates of reusability, recyclability and recoverability shall be coherent with the circularity strategy, reflecting technological progress in end-of-life treatment technologies. Text Origin: Council Mandate
	ANNEX III			
G 747	ANNEX III	ANNEX III	ANNEX III	ANNEX III Text Origin: Commission Proposal
	ANNEX III, first paragraph			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
748	CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVALENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS	CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVALENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS	CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVALENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS	CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVALENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS Text Origin: Commission Proposal
ANNEX III, second paragraph				
749	A maximum concentration value of substances up to 0,1 % by weight in homogeneous material for lead, hexavalent chromium and mercury and up to 0,01 % by weight in homogeneous material for cadmium shall be tolerated.	A maximum concentration value of substances up to 0,1 % by weight in homogeneous material for lead, hexavalent chromium and mercury and up to 0,01 % by weight in homogeneous material for cadmium shall be tolerated.	A maximum concentration value of substances up to 0,1 % by weight in homogeneous material for lead, hexavalent chromium and mercury and up to 0,01 % by weight in homogeneous material for cadmium shall be tolerated.	A maximum concentration value of substances up to 0,1 % by weight in homogeneous material for lead, hexavalent chromium and mercury and up to 0,01 % by weight in homogeneous material for cadmium shall be tolerated. Text Origin: Commission Proposal
ANNEX III, third paragraph				
750	Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003, except for wheel balance weights, carbon brushes for electric motors and brake linings, shall be exempted from Article 5(2) of Regulation.	Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003, except for wheel balance weights, carbon brushes for electric motors and brake linings, shall be exempted from Article 5(2) of Regulation.	Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003, except for wheel balance weights, carbon brushes for electric motors and brake linings, shall be exempted from Article 5(2) of this Regulation.	Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003, except for wheel balance weights, carbon brushes for electric motors and brake linings, shall be exempted from Article 5(2) of <u>this</u> Regulation. Text Origin: Council Mandate

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
ANNEX III, Table 1								
Y	751	Table 1	Table 1	Table 1	Table 1	Table 1	Table 1	Text Origin: Commission Proposal
ANNEX III, fourth paragraph								
G	752	Notes to the table:	Notes to the table:	Notes to the table:	Notes to the table:	Notes to the table:	Notes to the table:	Text Origin: Commission Proposal
ANNEX III, fifth paragraph								
	753	1. This exemption shall be reviewed in 2024.	1. This exemption shall be reviewed in 2024.	1. This exemption shall be reviewed in 2024.	1. This exemption shall be reviewed in 2024.	1. This exemption shall be reviewed in 2024.	1. This exemption shall be reviewed in 2024.	
ANNEX III, 2 paragraph								
G	754	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.	Text Origin: Commission Proposal
ANNEX III, 3 paragraph								
	755	3. This exemption shall be reviewed in 2025.	3. This exemption shall be reviewed in 2025.	3. This exemption shall be reviewed in 2025.	3. This exemption shall be reviewed in 2025.	3. This exemption shall be reviewed in 2025.	3. This exemption shall be reviewed in 2025.	
ANNEX III, 4 paragraph								
	756	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	2014/35/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of electrical equipment designed for use within certain voltage limits (OJ L 96, 29.3.2014, p. 357).	2014/35/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of electrical equipment designed for use within certain voltage limits (OJ L 96, 29.3.2014, p. 357).	~~2014/35/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of electrical equipment designed for use within certain voltage limits (OJ L 96, 29.3.2014, p[...357].]~~	
ANNEX III, 5 paragraph				
757	5. Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account.	5. Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account.	~~53.~~ Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account.	5. Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account. Text Origin: Commission Proposal
ANNEX III, 6 paragraph				
758	6. Dismantling if, in correlation with entries 8(a) to 8(k), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the	6. Dismantling if, in correlation with entries 8(a) to 8(k), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the	~~64.~~ Dismantling if, in correlation with entries 8(a) to 8(k), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the	6. Dismantling if, in correlation with entries 8(a) to 8(k), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	production line shall not be taken into account.	production line shall not be taken into account.	production line shall not be taken into account.	production line shall not be taken into account. Text Origin: Commission Proposal
ANNEX IV				
G 759	ANNEX IV	ANNEX IV	ANNEX IV	ANNEX IV Text Origin: Commission Proposal
ANNEX IV, first paragraph				
G 760	CIRCULARITY STRATEGY	CIRCULARITY STRATEGY	CIRCULARITY STRATEGY	CIRCULARITY STRATEGY Text Origin: Commission Proposal
ANNEX IV, Part I				
G 761	Part I PART A	Part I PART A	Part I PART A	Part I PART A Text Origin: Commission Proposal
ANNEX IV, second paragraph				
G 762	ELEMENTS OF THE CIRCULARITY STRATEGY	ELEMENTS OF THE CIRCULARITY STRATEGY	ELEMENTS OF THE CIRCULARITY STRATEGY	ELEMENTS OF THE CIRCULARITY STRATEGY Text Origin: Commission Proposal
ANNEX IV, point 1.				
Y 763	1. A non-technical description of the actions planned to ensure that the vehicles belonging to the vehicle type	1. A non-technical description of the actions planned to ensure that the vehicles <i>belonging to the vehicle type</i>	1. A non-technical description of the actions planned to ensure that the vehicles belonging to the vehicle	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	continue to meet the legal requirements referred to in Articles 4 to 7 throughout their production.	~~continue to~~ meet the legal requirements referred to in Articles 4 to 7 throughout their production.	~~typecategory~~ continue to meet the legal requirements referred to in Articles 4 to 7 throughout their production.	
ANNEX IV, point 2.				
G	764 2. A non-technical description of procedures implemented by the manufacturer to:	2. A non-technical description of procedures implemented by the manufacturer to:	2. A non-technical description of procedures implemented by the manufacturer to:	2. A non-technical description of procedures implemented by the manufacturer to: Text Origin: Commission Proposal
ANNEX IV, point 2.(a)				
G	765 (a) collect the relevant data through the full supply chain;	(a) collect the relevant data through the full supply chain;	(a) collect the relevant data through the full supply chain;	(a) collect the relevant data through the full supply chain; Text Origin: Commission Proposal
ANNEX IV, point 2.(b)				
Y	766 (b) check and verify the information received from suppliers;	(b) check ~~and verify~~ the <u>completeness of</u> information received from suppliers;	(b) check and verify the information received from suppliers;	
ANNEX IV, point 2.(c)				
Y	767 (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.	<i>deleted</i>	(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.	
ANNEX IV, point 3.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y	768 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.	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.~~	3. Information on the assumptions on end-of-life vehicle treatment technologies in place, on dismantling and on reuse of parts and components , relevant technological progress in end-of-life vehicle 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.	
	ANNEX IV, point 4.			
G	769 4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10.	4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10.	4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10.	4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10. Text Origin: Commission Proposal
	ANNEX IV, point 5.			
Y	770 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:	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:	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~~ [...] category concerned is carried out in accordance with this Regulation, with a particular focus on:	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
ANNEX IV, point 5.(a)					
Y	771 (a) measures designed to facilitate removal of parts indicated in Annex VII Part C;	(a) measures designed to facilitate <u>a non-destructive</u> removal of parts indicated in Annex VII Part C;	(a) measures designed to facilitate removal of parts indicated in Annex VII Part C;	(a) measures designed to facilitate <u>a non-destructive</u> removal of parts indicated in Annex VII Part C; Text Origin: EP Mandate	Y
ANNEX IV, point 5.(b)					
Y	772 (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;	(b) <u>in cooperation with waste management operators or research institutes</u> , measures contributing to the development of recycling technologies for materials <u>and components</u> used in vehicles, for which such technologies are not widely available at commercial scale ~~at the moment of submission of application for type-approval~~ ;	(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;		Y
ANNEX IV, point 5.(c)					
Y	773 (c) the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle type are reused, recycled and recovered in practice;	<i>deleted</i>	(c) the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle ~~type~~ /.../ category are reused, recycled and recovered in practice;		Y
ANNEX IV, point 5.(d)					
G	774 (d) measures to address the challenges posed by the use of materials and techniques which	(d) measures to address the challenges posed by the use of materials and techniques which	(d) measures to address the challenges posed by the use of materials and techniques which	(d) measures to address the challenges posed by the use of materials and techniques which	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	hamper easy dismantling or make recycling very challenging, for example adhesives or fibre-reinforced materials;	hamper easy dismantling or make recycling very challenging, ~~for example adhesives or fibre-reinforced materials~~ ;	hamper easy dismantling or make recycling very challenging, for example adhesives or fibre-reinforced materials;	hamper easy dismantling or make recycling very challenging, ~~for example adhesives or fibre-reinforced materials~~ ; Text Origin: EP Mandate
	ANNEX IV, point 5.(e)			
G	775 (e) measures to promote the reuse of parts and components.	(e) measures to promote the reuse of parts and components.	(e) measures to promote the reuse of parts and components.	(e) measures to promote the reuse of parts and components. Text Origin: Commission Proposal
	ANNEX IV, point 5.(ea)			
Y	775a	<u>(ea) research and development activities conducted in order to implement the actions referred to in points (a) to (e).</u>		
	ANNEX IV, point 6.			
Y	776 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.	<i>deleted</i>	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.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX IV, point 7., first subparagraph				
777	7. A description of the manner in which the effectiveness of the actions referred to in point 6 will be assessed.	<i>deleted</i>	7. A description of the manner in which the effectiveness of the actions referred to in point 6 will be assessed.	
ANNEX IV, point 7., second subparagraph				
778	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.	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.~~	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.	
ANNEX IV, Part II				
779	Part II PART B	Part II PART B	Part II PART B	Part II PART B Text Origin: Commission Proposal
ANNEX IV, third paragraph				
780	FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY	FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY	FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY	FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY Text Origin: Commission Proposal
ANNEX IV, point 8.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
781	8. The manufacturers shall provide an update of the circularity strategy at least every 5 years.	~~81.~~ The manufacturers shall provide an update of the circularity strategy ~~at least~~ every 5 years.	~~81.~~ The manufacturers shall provide an update of the circularity strategy at least every 5 years.	~~81.~~ The manufacturers shall provide an update of the circularity strategy at least every 5 years. Text Origin: Council Mandate
ANNEX IV, point 9.				
782	9. The updated circularity strategy shall include the following:	~~92.~~ The updated circularity strategy shall include the <u>relevant new changes and in particular the</u> following:	~~92.~~ The updated circularity strategy shall include the following:	
ANNEX IV, point 9.(a)				
783	(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 more actions indicated in the strategy has not been conducted, an explanation of the reasons for this;	(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 more actions indicated in the strategy has not been conducted, an explanation of the reasons for this;	(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 more actions indicated in the strategy has not been conducted, an explanation of the reasons for this;	
ANNEX IV, point 9.(b)				
784	(b) an assessment of the effectiveness of the actions referred to in point 6 of Part A;	(b) an assessment of the effectiveness of the actions referred to ~~in point 6 of~~ Part A;	(b) an assessment of the effectiveness of the actions referred to in point 6 of Part A;	
ANNEX IV, point 9.(c)				
785	(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.	(c) ~~a description of how the actions referred to in point 6 of Part A have been or will be taken into account~~ <u>information about the significant changes</u> in the design	(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.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>and production undertaken by the manufacturer to improve the circularity of vehicles</u> ~~of new vehicle types.~~		
ANNEX IV, point 10.				
786	10. 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:	<i>deleted</i>	~~103.~~ 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:	
ANNEX IV, point 10.(a)				
787	(a) changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling;	<i>deleted</i>	(a) changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling;	
ANNEX IV, point 10.(b)				
788	(b) changes in the use of materials in new vehicles which are easy to recycle;	<i>deleted</i>	(b) changes in the use of materials in new vehicles which are easy to recycle;	
ANNEX IV, point 10.(c)				
789	(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, composite plastics or fibre-reinforced materials;	<i>deleted</i>	(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, composite plastics or fibre-reinforced materials;	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX IV, point 10.(d)				
790	(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	<i>deleted</i>	(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	
ANNEX IV, point 10.(e)				
791	(e) changes in the use of substances referred to in Article 5 in new vehicles.	<i>deleted</i>	(e) changes in the use of substances referred to in Article 5 in new vehicles.	
ANNEX V				
792	ANNEX V	ANNEX V	ANNEX V	ANNEX V Text Origin: Commission Proposal
ANNEX V, first paragraph				
793	INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT	INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT	INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT	INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT Text Origin: Commission Proposal
ANNEX V, point 1.				
794	1. Electric vehicle batteries incorporated in the vehicle:	1. Electric vehicle <u>batteries and light means of transport</u> batteries incorporated in the vehicle:	1. Electric vehicle batteries and Light Means Transport (LMT) batteries incorporated in the vehicle:	1. Electric vehicle <u>batteries and light means of transport</u> batteries incorporated in the vehicle:

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: EP Mandate
ANNEX V, point 1.(a)				
795	(a) number;	(a) <u>original equipment</u> number;	(a) number;	
ANNEX V, point 1.(b)				
796	(b) location;	(b) location;	(b) location;	(b) location; Text Origin: Commission Proposal
ANNEX V, point 1.(c)				
797	(c) weight;	(c) weight;	(c) weight;	(c) weight; Text Origin: Commission Proposal
ANNEX V, point 1.(d)				
798	(d) type of battery chemistry;	(d) type of battery chemistry;	(d) type of battery chemistry;	(d) type of battery chemistry; Text Origin: Commission Proposal
ANNEX V, point 1.(e)				
799	(e) instructions for safe discharging of the battery;	(e) instructions for safe discharging of the battery;	(e) instructions for safe discharging of the battery;	(e) instructions for safe discharging of the battery; Text Origin: Commission Proposal
ANNEX V, point 1.(f)				
800	(f) technical instructions on removal and replacement,	(f) technical instructions on removal and replacement,	(f) technical instructions on removal and replacement,	(f) technical instructions on removal and replacement,

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	including the sequence of all steps and types of joining, fastening, sealing techniques;	including the sequence of all steps and types of joining, fastening, sealing techniques;	including the sequence of all steps and types of joining, fastening, sealing techniques;	including the sequence of all steps and types of joining, fastening, sealing techniques; Text Origin: Commission Proposal
ANNEX V, point 1.(g)				
G	801 (g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries.	(g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries.	(g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries.	(g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries. Text Origin: Commission Proposal
ANNEX V, point 1.(ga)				
Y	801a	<u>(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.</u>		
ANNEX V, point 2.				
G	802 2. E-drive motors incorporated in the vehicle:	2. E-drive motors incorporated in the vehicle:	2. E-drive motors incorporated in the vehicle:	2. E-drive motors incorporated in the vehicle: Text Origin: Commission Proposal
ANNEX V, point 2.(a)				
G	803 (a) number;	(a) <u>original equipment</u> number;	(a) number;	(a) <u>original equipment</u> number; Text Origin: EP Mandate

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX V, point 2.(b)				
804	(b) location;	(b) location;	(b) location;	(b) location; Text Origin: Commission Proposal
ANNEX V, point 2.(c)				
805	(c) weight;	(c) weight;	(c) weight;	(c) weight; Text Origin: Commission Proposal
ANNEX V, point 2.(d)				
806	(d) types of permanent magnets present in e-drive motors, if they belong to the following types:	(d) types of permanent magnets present in e-drive motors, if they belong to the following types:	(d) types of permanent magnets present in e-drive motors, if they belong to the following types:	(d) types of permanent magnets present in e-drive motors, if they belong to the following types: Text Origin: Commission Proposal
ANNEX V, point 2.(d)(i)				
807	(i) Neodymium-Iron-Boron;	(i) Neodymium-Iron-Boron;	(i) Neodymium-Iron-Boron;	(i) Neodymium-Iron-Boron; Text Origin: Commission Proposal
ANNEX V, point 2.(d)(ii)				
808	(ii) Samarium-Cobalt;	(ii) Samarium-Cobalt;	(ii) Samarium-Cobalt;	(ii) Samarium-Cobalt; Text Origin: Commission Proposal
ANNEX V, point 2.(d)(iii)				
809	(iii) Aluminium-Nickel-Cobalt;	(iii) Aluminium-Nickel-Cobalt;	(iii) Aluminium-Nickel-Cobalt;	(iii) Aluminium-Nickel-Cobalt;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX V, point 2.(d)(iv)				
810	(iv) Ferrite.	(iv) Ferrite.	(iv) Ferrite.	(iv) Ferrite. Text Origin: Commission Proposal
ANNEX V, point 2.(e)				
811	(e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques;	(e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques;	(e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques;	(e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; Text Origin: Commission Proposal
ANNEX V, point 2.(f)				
812	(f) tools or technologies required for the access, removal and replacement of the e-drive motors.	(f) tools or technologies required for the access, removal and replacement of the e-drive motors.	(f) tools or technologies required for the access, removal and replacement of the e-drive motors.	(f) tools or technologies required for the access, removal and replacement of the e-drive motors. Text Origin: Commission Proposal
ANNEX V, point 3.				
813	3. Components, parts and materials listed in Part B of Annex VII:	3. Components, parts and materials listed in Part B of Annex VII:	3. Components, parts and materials listed in Part B of Annex VII:	3. Components, parts and materials listed in Part B of Annex VII: Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX V, point 3.(a)				
814	(a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle;	(a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle;	(a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle;	(a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle; Text Origin: Commission Proposal
ANNEX V, point 3.(b)				
815	(b) number;	(b) <u>original equipment</u> number;	(b) number;	(b) <u>original equipment</u> number; Text Origin: EP Mandate
ANNEX V, point 3.(c)				
816	(c) location;	(c) location;	(c) location;	(c) location; Text Origin: Commission Proposal
ANNEX V, point 3.(d)				
817	(d) weight;	(d) weight;	(d) weight;	(d) weight; Text Origin: Commission Proposal
ANNEX V, point 3.(e)				
818	(e) technical instructions on removal, including the sequence of all steps;	(e) technical instructions on removal, including the sequence of all steps;	(e) technical instructions on removal, including the sequence of all steps;	(e) technical instructions on removal, including the sequence of all steps; Text Origin: Commission Proposal
ANNEX V, point 3.(f)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G	819	(f) availability of best treatment techniques.	(f) availability of best treatment techniques.	(f) availability of best treatment techniques. Text Origin: Commission Proposal	G
ANNEX V, point 4.					
G	820	4. Components, parts and materials listed in Part C of Annex VII:	4. Components, parts and materials listed in Part C of Annex VII:	4. Components, parts and materials listed in Part C of Annex VII: Text Origin: Commission Proposal	G
ANNEX V, point 4.(a)					
G	821	(a) number;	(a) <u>original equipment</u> number;	(a) <u>original equipment</u> number; Text Origin: EP Mandate	G
ANNEX V, point 4.(b)					
G	822	(b) location;	(b) location;	(b) location; Text Origin: Commission Proposal	G
ANNEX V, point 4.(c)					
G	823	(c) technical instructions on removal and replacement, including the sequence of all steps.	(c) technical instructions on removal and replacement, including the sequence of all steps.	(c) technical instructions on removal and replacement, including the sequence of all steps. Text Origin: Commission Proposal	G
ANNEX V, point 4.(ca)					

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
Y		823a		<u>(ca) information, specifications, tools and processes, including software updates, required for remanufacturing and refurbishment.</u>					Y
ANNEX V, point 5.									
G		824	5.	Digitally coded components and parts in a vehicle:	5.	Digitally coded components and parts in a vehicle:	5.	Digitally coded components and parts in a vehicle: Text Origin: Commission Proposal	G
ANNEX V, point 5.(a)									
G		825	(a)	Number;	(a)	Number;	(a)	Number; Text Origin: Commission Proposal	G
ANNEX V, point 5.(b)									
G		826	(b)	Location;	(b)	Location;	(b)	Location; Text Origin: Commission Proposal	G
ANNEX V, point 5.(c)									
Y		827	(c)	technical instructions on access, removal and replacement, including - coding and software necessary to activate spare parts and components to function in another vehicle;	(c)	technical instructions on access, removal and replacement, including <u>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</u>	(c)	technical instructions on access, removal and replacement, including - coding and software necessary to activate spare parts and components to function in another vehicle;	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>information system to allow its installation in another vehicle;</u> - coding and software necessary to activate spare parts and components to function in another vehicle, <u>using multibrand diagnostic tools and vehicle manufacturer's backend server for the repaired vehicle, if necessary;</u>		
	ANNEX V, point 5.(d)			
G	828 (d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models;	(d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models;	(d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models;	(d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models; Text Origin: Commission Proposal
	ANNEX V, point 5.(e)			
G	829 (e) contact point of the manufacturer for technical assistance.	(e) contact point of the manufacturer for technical assistance.	(e) contact point of the manufacturer for technical assistance.	(e) contact point of the manufacturer for technical assistance. Text Origin: Commission Proposal
	ANNEX VI			
G	830 ANNEX VI	ANNEX VI	ANNEX VI	ANNEX VI Text Origin: Commission Proposal

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ANNEX VI, first paragraph				
831	LABELLING REQUIREMENTS	LABELLING REQUIREMENTS	LABELLING REQUIREMENTS	LABELLING REQUIREMENTS Text Origin: Commission Proposal
ANNEX VI, point 1.				
832	1. Vehicle plastic parts, components and materials having a weight of more than 100 grams:	1. Vehicle plastic parts, components and materials having a weight of more than 100 grams:	1. Vehicle plastic parts, components and materials having a weight of more than 100 grams:	1. Vehicle plastic parts, components and materials having a weight of more than 100 grams: Text Origin: Commission Proposal
ANNEX VI, point 1.(a)				
833	(a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics;	(a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics;	(a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics;	(a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics; Text Origin: Commission Proposal
ANNEX VI, point 1.(b)				
834	(b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials;	(b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials;	(b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials;	(b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials; Text Origin: Commission Proposal
ANNEX VI, point 1.(c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
835	(c) ISO 11469 Plastics - Generic identification and marking of plastic products.	(c) ISO 11469 Plastics - Generic identification and marking of plastic products.	(c) ISO 11469 Plastics - Generic identification and marking of plastic products.	(c) ISO 11469 Plastics - Generic identification and marking of plastic products. Text Origin: Commission Proposal
ANNEX VI, point 2.				
836	2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature.	2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature.	2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature.	2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature. Text Origin: Commission Proposal
ANNEX VI, point 3.				
837	3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets.	3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets.	3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets.	3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets. Text Origin: Commission Proposal
ANNEX VI, point 4.				
838	4. Information on the label of e-drive motors containing permanent magnet materials:	<i>deleted</i>	4. Information on the label of ~~e-drive motors~~ /.../vehicle parts and components containing permanent magnet materials: shall be provided in accordance of, Article 28 of the Regulation (EU) 2024/1252.	4. Information on the label of ~~e-drive motors~~ /.../vehicle parts and components containing permanent magnet materials: <u>shall be provided in accordance of, Article 28 of the Regulation (EU) 2024/1252.</u> Text Origin: Council Mandate

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX VI, point 4.(a)				
839	(a) an indication that those products incorporate one or more permanent magnets;	<i>deleted</i>	(a) ~~an indication that those products incorporate one or more permanent magnets; [...]~~	(a) ~~an indication that those products incorporate one or more permanent magnets;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(b)				
840	(b) an indication whether those magnets belong to any of the following types:	<i>deleted</i>	(b) ~~an indication whether those magnets belong to any of the following types: [...]~~	(b) ~~an indication whether those magnets belong to any of the following types:~~ Text Origin: Council Mandate
ANNEX VI, point 4.(b)(i)				
841	(i) Neodymium-Iron-Boron;	<i>deleted</i>	(i) ~~Neodymium-Iron-Boron; [...]~~	(i) ~~Neodymium-Iron-Boron;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(b)(ii)				
842	(ii) Samarium-Cobalt;	<i>deleted</i>	(ii) ~~Samarium-Cobalt; [...]~~	(ii) ~~Samarium-Cobalt;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(b)(iii)				
843	(iii) Aluminium-Nickel-Cobalt;	<i>deleted</i>	(iii) ~~Aluminium-Nickel-Cobalt; [...]~~	(iii) ~~Aluminium-Nickel-Cobalt;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(b)(iv)				
844	(iv) Ferrite;	<i>deleted</i>	(iv) ~~Ferrite; [...]~~	(iv) ~~Ferrite;~~ Text Origin: Council Mandate

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
ANNEX VI, point 4.(c)								
G	845	(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>deleted</i>		(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:[...]		(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:~~ Text Origin: Council Mandate
ANNEX VI, point 4.(c)(i)								
G	846	(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;		<i>deleted</i>		(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:[...]		(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;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(c)(ii)								
G	847	(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;		<i>deleted</i>		(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:[...]~~		(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;~~ Text Origin: Council Mandate
ANNEX VI, point 4.(c)(iii)								
G	848	(iii) information enabling access and removal of all		<i>deleted</i>		(iii) ~~information enabling access and removal of all~~		(iii) ~~information enabling access and removal of all~~

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	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.		~~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.[...]~~	~~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.~~ Text Origin: Council Mandate
ANNEX VII				
849	ANNEX VII	ANNEX VII	ANNEX VII	ANNEX VII Text Origin: Commission Proposal
ANNEX VII, first paragraph				
850	TREATMENT REQUIREMENTS	TREATMENT REQUIREMENTS	TREATMENT REQUIREMENTS	TREATMENT REQUIREMENTS Text Origin: Commission Proposal
ANNEX VII, Part I				
851	Part I PART A	Part I PART A	Part I PART A	Part I PART A Text Origin: Commission Proposal
ANNEX VII, second paragraph				
852	MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES	MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES	MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES	MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX VII, point 1.				
853	1. Storage sites, including storage sites in the collection points, for the storage of end-of-life vehicles, prior to their treatment, and of their components, parts and materials, shall:	1. Storage sites, including storage sites in the collection points, for the storage of end-of-life vehicles, prior to their treatment, and of their components, parts and materials, shall:	1. Storage sites, including storage sites in the collection points, for the storage of end-of-life vehicles, prior to their treatment, and of their components, parts and materials, shall:	1. Storage sites, including storage sites in the collection points, for the storage of end-of-life vehicles, prior to their treatment, and of their components, parts and materials, shall: Text Origin: Commission Proposal
ANNEX VII, point 1.(a)				
854	(a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers;	(a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers;	(a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers;	(a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers; Text Origin: Commission Proposal
ANNEX VII, point 1.(b)				
855	(b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements.	(b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements.	(b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements.	(b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements. Text Origin: Commission Proposal
ANNEX VII, point 1.(c)				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
Y	855a				(c)	have appropriate storage of end-of-life vehicles and only stack depolluted end-of-life vehicles, unless stacking racks are used, to an appropriate height;			Y
	ANNEX VII, point 1.(d)								
Y	855b				(d)	(immediately remove fluids and liquids of leaking end-of-life vehicles and collect leaked fluids and liquids with absorption material.			Y
	ANNEX VII, point 2.								
G	856	2. Storage shall be organised so as to avoid damage to:	2.	Storage shall be organised so as to avoid damage to:	2.	Storage shall be organised so as to avoid damage to:	2.	Storage shall be organised so as to avoid damage to: Text Origin: Commission Proposal	G
	ANNEX VII, point 2.(a)								
G	857	(a) components and parts containing the liquids and fluids listed in points 1 and 2 of Part B of this Annex VII;	(a)	components and parts containing the liquids and fluids listed in points 1 and 2 of Part B of this Annex VII;	(a)	components and parts containing the liquids and fluids listed in points 1 and 2 of Part B of this Annex VII;	(a)	components and parts containing the liquids and fluids listed in points 1 and 2 of Part B of this Annex VII; Text Origin: Commission Proposal	G
	ANNEX VII, point 2.(b)								
G	858	(b) components, parts and materials listed in Part C of this Annex VII.	(b)	components, parts and materials listed in Part C of this Annex VII.	(b)	components, parts and materials listed in Part C of this Annex VII.	(b)	components, parts and materials listed in Part C of this Annex VII.	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX VII, point 3.				
859	3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have:	3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have:	3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have:	3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have: Text Origin: Commission Proposal
ANNEX VII, point 3.(a)				
860	(a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers;	(a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers;	(a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers;	(a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers; Text Origin: Commission Proposal
ANNEX VII, point 3.(b)				
861	(b) appropriate storage for parts, components and materials that have been removed from the end-of-life vehicle, including impermeable storage for oil-contaminated parts, components and materials;	(b) appropriate storage for parts, components and materials that have been removed from the end-of-life vehicle, including impermeable storage for oil-contaminated parts, components and materials;	(b) appropriate storage for parts, components and materials that have been removed from the end-of-life vehicle, including impermeable storage for oil-contaminated parts, components and materials;	(b) appropriate storage for parts, components and materials that have been removed from the end-of-life vehicle, including impermeable storage for oil-contaminated parts, components and materials; Text Origin: Commission Proposal
ANNEX VII, point 3.(c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	862 (c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers;	(c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers;	(c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers;	(c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers; Text Origin: Commission Proposal
ANNEX VII, point 3.(d)				
Y	863 (d) appropriate separate storage tanks for the segregated storage of end-of-life vehicle fluids: fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, battery acids, air-conditioning system fluids and any other fluid contained in the end-of-life vehicle,	(d) appropriate separate storage tanks for the segregated storage of end-of-life vehicle fluids: fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, battery acids, air-conditioning system fluids and any other fluid contained in the end-of-life vehicle,	(d) appropriate separate storage tanks for the segregated storage of end-of-life vehicle fluids: ~~fuel, [...]~~ fuels, oils (motor oil, gearbox oil, power steering oil, transmission oil, hydraulic oil), oil filters , cooling liquids, antifreeze, brake fluids, ~~battery acids, air-conditioning system fluids~~ [...] refrigerants, diesel exhaust fluid and any other ~~fluid~~ [...] fluids or gases contained in the end-of-life vehicle;	(d) appropriate separate storage tanks for the segregated storage of end-of-life vehicle fluids: ~~fuel, [...]~~ fuels, oils (motor oil, gearbox oil, power steering oil, transmission oil, hydraulic oil), oil filters , cooling liquids, antifreeze, brake fluids, ~~battery acids, air-conditioning system fluids~~ [...] refrigerants, diesel exhaust fluid and any other ~~fluid~~ [...] fluids or gases contained in the end-of-life vehicle. Text Origin: Council Mandate
ANNEX VII, point 3.(e)				
G	864 (e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;	(e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;	(e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;	(e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	ANNEX VII, point 3.(f)			
G	865 (f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling.	(f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling.	(f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling.	(f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling. Text Origin: Commission Proposal
	ANNEX VII, point 4.			
Y	866 4. Authorised treatment facilities that are permitted to treat electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Batteries and Waste Batteries.	4. Authorised treatment facilities that are permitted to treat electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Batteries and Waste Batteries.	4. Authorised treatment facilities that are permitted to treat electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Regulation (EU) 2023/1542 [...]. Authorised Treatment Facilities accepting electric vehicles with suspected damage to the electric vehicle battery shall assess these batteries within 24 hours after delivery. Such vehicles and batteries shall be stored separately in a quarantined area as referred to in paragraph 1. The quarantined area shall be equipped with appropriate installations to prevent, detect and contain electric vehicle battery fires from spreading to	4. Authorised treatment facilities that are permitted to treat electric vehicles shall comply with the requirements set out in Annex XII of ~~Regulation 2023/~~ <u>Regulation (EU) 2023/1542 [...].</u> <u>Authorised Treatment Facilities accepting electric vehicles with suspected damage to the electric vehicle battery shall assess these batteries as soon as possible but no later than within 24 hours after delivery. Such vehicles and batteries shall be stored separately in a quarantined area as referred to in paragraph 1. The quarantined area shall be equipped with appropriate installations to prevent, detect and contain electric vehicle</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			other areas, other electric vehicles and other and Waste batteries.	<u>battery fires from spreading to other areas, other electric vehicles and other</u> and Waste batteries. Text Origin: Council Mandate
ANNEX VII, Part II				
867	Part II PART B	Part II PART B	Part II PART B	Part II PART B Text Origin: Commission Proposal
ANNEX VII, third paragraph				
868	MINIMUM REQUIREMENTS FOR DEPOLLUTION	MINIMUM REQUIREMENTS FOR DEPOLLUTION	MINIMUM REQUIREMENTS FOR DEPOLLUTION	MINIMUM REQUIREMENTS FOR DEPOLLUTION Text Origin: Commission Proposal
ANNEX VII, point 5., first subparagraph				
869	1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned:	1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned:	1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned:	1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned: Text Origin: Commission Proposal
ANNEX VII, point 5., first subparagraph, point (a)				
870	(a) fuel;	(a) fuel;	(a) fuel;	(a) fuel; Text Origin: Commission Proposal

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement	
		ANNEX VII, point 5., first subparagraph, point (b)							
G		871	(b)	motor oil;	(b)	motor oil;	(b)	motor oil;	G
								Text Origin: Commission Proposal	
		ANNEX VII, point 5., first subparagraph, point (c)							
G		872	(c)	transmission oil;	(c)	transmission oil;	(c)	transmission oil;	G
								Text Origin: Commission Proposal	
		ANNEX VII, point 5., first subparagraph, point (d)							
G		873	(d)	gearbox oil;	(d)	gearbox oil;	(d)	gearbox oil;	G
								Text Origin: Commission Proposal	
		ANNEX VII, point 5., first subparagraph, point (da)							
Y		873a			(da)	power steering oil;	(da)	<u>power steering oil;</u>	Y
								Text Origin: Council Mandate	
		ANNEX VII, point 5., first subparagraph, point (e)							
G		874	(e)	hydraulic oil;	(e)	hydraulic oil;	(e)	hydraulic oil;	G
								Text Origin: Commission Proposal	
		ANNEX VII, point 5., first subparagraph, point (f)							
G		875	(f)	cooling liquids;	(f)	cooling liquids;	(f)	cooling liquids;	G
								Text Origin: Commission Proposal	
		ANNEX VII, point 5., first subparagraph, point (g)							

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G	876	(g) antifreeze;	(g) antifreeze;	(g) antifreeze; Text Origin: Commission Proposal	G
ANNEX VII, point 5., first subparagraph, point (h)					
G	877	(h) brake fluids;	(h) brake fluids;	(h) brake fluids; Text Origin: Commission Proposal	G
ANNEX VII, point 5., first subparagraph, point (i)					
Y	878	(i) air-conditioning system fluids; and	(i) air-conditioning system fluids; and	(i) ~~air-conditioning system fluids; and [...]~~ refrigerants; [...] Text Origin: Council Mandate	Y
ANNEX VII, point 5., first subparagraph, point (ia)					
Y	878a		(ia) diesel exhaust fluids; and	(ia) <u>diesel exhaust fluids; and</u> Text Origin: Council Mandate	Y
ANNEX VII, point 5., first subparagraph, point (j)					
Y	879	(j) any other fluid contained in the end-of-life vehicle.	(j) any other fluid ~~fluid~~ [...] fluids or gases contained in the end-of-life vehicle.	(j) any other ~~fluid~~ [...] fluids or gases contained in the end-of-life vehicle. Text Origin: Council Mandate	Y
ANNEX VII, point 5., second subparagraph					
Y	880	The collection containers shall be labelled to indicate the type of liquid that is contained within them and stored separately from each other in a secure location,	The collection containers shall be labelled to indicate the type of liquid that is contained within them and stored separately from each other in a secure location,	After removal of the fluids and liquids, drain plugs are applied to prevent leakage of remains. The collection containers shall be labelled to indicate the type of	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	compliant with the Part A of this Annex, to prevent accidental spillage, leakage or unauthorised access to it.	compliant with the Part A of this Annex, to prevent accidental spillage, leakage or unauthorised access to it.	liquid that is contained within them and stored separately from each other in a secure location, compliant with the Part A of this Annex, to prevent accidental spillage, leakage or unauthorised access to it.	liquid that is contained within them and stored separately from each other in a secure location, compliant with the Part A of this Annex, to prevent accidental spillage, leakage or unauthorised access to it. Text Origin: Council Mandate
	ANNEX VII, point 5., second subparagraph a			
Y	880a		1a. The following components, parts and materials shall be neutralised:	<u>1a. The following components, parts and materials shall be neutralised or removed:</u> Text Origin: Council Mandate
	ANNEX VII, point 5., second subparagraph b			
Y	880b		(a) e-call system	<u>(a) e-call system</u> Text Origin: Council Mandate
	ANNEX VII, point 5., second subparagraph c			
Y	880c		(b) pyrotechnic parts of airbags;	<u>(b) pyrotechnic parts of airbags;</u> Text Origin: Council Mandate
	ANNEX VII, point 5., second subparagraph d			
Y	880d		(c) pyrotechnic parts of seat belts;	<u>(c) pyrotechnic parts of seat belts;</u> Text Origin: Council Mandate
	ANNEX VII, point 5., second subparagraph e			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Y	880e		(d) any other pyrotechnic parts;	(d) <u>any other pyrotechnic parts;</u> Text Origin: Council Mandate
ANNEX VII, point 6., first subparagraph				
G	881	2. The following components, parts and materials shall be removed from end-of-life vehicles:	2. The following components, parts and materials shall be removed from end-of-life vehicles:	2. The following components, parts and materials shall be removed from end-of-life vehicles: Text Origin: Commission Proposal
ANNEX VII, point 6., first subparagraph, point (a)				
G	882	(a) airbags, liquefied petroleum gas (LPG) tanks, compressed natural gas (CNG) tanks, hydrogen tanks and any other potentially explosive parts and components shall be neutralised;	(a) airbags, liquefied petroleum gas (LPG) tanks, compressed natural gas (CNG) tanks, hydrogen tanks and any other potentially explosive parts and components shall be neutralised;	(a) airbags, liquefied petroleum gas (LPG) tanks, compressed natural gas (CNG) tanks, hydrogen tanks and any other potentially explosive parts and components shall be neutralised; Text Origin: Commission Proposal
ANNEX VII, point 6., first subparagraph, point (aa)				
Y	882a		(a1) oil filters;	(a1) <u>oil filters;</u> Text Origin: Council Mandate
ANNEX VII, point 6., first subparagraph, point (b)				
Y	883	(b) air conditionings systems and refrigerants shall be treated in	(b) ~~air conditionings systems and~~ [...] refrigerants shall be treated in accordance with Regulation	(b) ~~air conditionings systems and~~ [...] refrigerants shall be treated in accordance with

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	accordance with Regulation (EU) No 517/2014;	accordance with Regulation (EU) ~~No 517/2014~~ <u>No 2024/573</u> ;	(EU) ~~No 517/2014~~ <u>No [...]</u> <u>2024/573</u> ;	Regulation (EU) ~~No 517/2014~~ <u>No [...]</u> <u>2024/573</u> ; Text Origin: Council Mandate
ANNEX VII, point 6., first subparagraph, point (c)				
884	(c) components identified as containing mercury, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC;	(c) components identified as containing mercury, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC;	(c) components identified as containing mercury; [...] shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC;	(c) components identified as containing mercury, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC; Text Origin: Council Mandate
ANNEX VII, point 6., first subparagraph, point (d)				
885	(d) materials containing substances referred to in Article 5(2), which need to be labelled as laid down in Annex III, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC.	(d) materials containing substances referred to in Article 5(2), which need to be labelled as laid down in Annex III, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC.	(d) materials containing substances referred to in Article 5(2), which need to be labelled as laid down in Annex III, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC.	(d) materials containing substances referred to in Article 5(2), which need to be labelled as laid down in Annex III, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC. Text Origin: Commission Proposal
ANNEX VII, point 6., second subparagraph				
886	All parts, components and materials collected during the depollution shall be stored in	All parts, components and materials collected during the depollution shall be stored in	All parts, components and materials collected during the depollution shall be stored in	All parts, components and materials collected during the depollution shall be stored in

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	designated containers. The collection containers shall be labelled to indicate the components, parts and materials that are contained within them and stored in a secure location in compliance with Part A, in order to prevent accidental spillage, leakage or unauthorised access to it.	designated containers. The collection containers shall be labelled to indicate the components, parts and materials that are contained within them and stored in a secure location in compliance with Part A, in order to prevent accidental spillage, leakage or unauthorised access to it.	designated containers. The collection containers shall be labelled to indicate the components, parts and materials that are contained within them and stored in a secure location in compliance with Part A, in order to prevent accidental spillage, leakage or unauthorised access to it.	designated containers. The collection containers shall be labelled to indicate the components, parts and materials that are contained within them and stored in a secure location in compliance with Part A, in order to prevent accidental spillage, leakage or unauthorised access to it. Text Origin: Commission Proposal
	ANNEX VII, 3.			
G	887 7. The following information on the depollution of the end-of-life vehicles shall be recorded:	7. The following information on the depollution of the end-of-life vehicles shall be recorded:	73. The following information on the depollution of the end-of-life vehicles shall be recorded:	73. The following information on the depollution of the end-of-life vehicles shall be recorded: Text Origin: Council Mandate
	ANNEX VII, 3., point (a)			
Y	888 (a) date and time of depollution operations;	(a) date and time of depollution operations;	(a) ~~date and time of depollution operations~~ [...] total number of treated end-of-life vehicles ;	(a) ~~date and time of depollution operations~~ [...] <u>total number of treated end-of-life vehicles</u> ; Text Origin: Council Mandate
	ANNEX VII, 3., point (b)			
Y	889 (b) type of depollution operations carried out;	(b) type of depollution operations carried out;	(b) ~~type of~~ [...] the average weight of the end-of-life vehicles before and after depollution	(b) ~~type of~~ [...] <u>the average weight of the end-of-life vehicles before and after</u> depollution

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
			operations carried out and removal;	~~operations carried out~~ and <u>removal</u> ; Text Origin: Council Mandate	
ANNEX VII, 3., point (c)					
Y	890 (c) quantity and nature of depolluted waste, including materials and pollutants removed or neutralized;	(c) quantity and nature of depolluted waste, including materials and pollutants removed or neutralized;	(c) total quantity and ~~nature~~ [...] of each type of depolluted waste, including [...] fluids, parts, components or ~~materials and pollutants removed~~ ~~or neutralized~~ [...];	(c) <u>total</u> quantity ~~and~~ ~~nature~~ [...] <u>of each type</u> of depolluted ~~waste, including~~ [...] <u>fluids, parts, components or</u> ~~materials and pollutants removed~~ ~~or neutralized~~ [...]; Text Origin: Council Mandate	Y
ANNEX VII, 3., point (d)					
G	891 (d) name and contact details of the waste transporter, if applicable;	(d) name and contact details of the waste transporter, if applicable;	(d) name and contact details of the waste transporter, if applicable;	(d) name and contact details of the waste transporter, if applicable; Text Origin: Commission Proposal	G
ANNEX VII, 3., point (e)					
Y	892 (e) contact information of the final disposal site for the waste collected during the depollution process.	(e) contact information of the final disposal site for the waste collected during the depollution process.	(e) name, contact information and achieved percentage of reuse, recovery, recycling, energy recovery, incineration or disposal of the final disposal [...] treatment site for the waste [...] fluids, parts, components or materials collected during the depollution process.		Y
ANNEX VII, Part III					

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
893	Part III PART C	Part III PART C	Part III PART C	Part III PART C Text Origin: Commission Proposal
ANNEX VII, fourth paragraph				
894	MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES	MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES	MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES	MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES Text Origin: Commission Proposal
ANNEX VII, point 3a.				
894a				
ANNEX VII, point 8.				
895	8. Electric vehicle batteries;	<u>81.</u> Electric vehicle batteries <i>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;</i>	81a. Electric vehicle batteries, as defined in Article 3 point (14) of Regulation (EU) 2023/1542, including their battery management systems, onboard chargers [...], casings or housings if present;	<u>81.</u> Electric vehicle batteries, <i>as defined in Article 3 point (14) of Regulation (EU) 2023/1542, including their battery management systems, onboard chargers [...], casings or housings if present;</i> Text Origin: Council Mandate
ANNEX VII, fourth paragraph a				
895a			1b. LMT batteries, as defined in Article 3 point (11) of Regulation (EU) 2023/1542, including their battery management systems, onboard	<u>2.</u> <i>LMT batteries, as defined in Article 3 point (11) of Regulation (EU) 2023/1542, including their battery management systems, onboard</i>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			chargers for EVs, casings or housings if present;	<u>chargers for EVs, casings or housings if present;</u> Text Origin: Council Mandate
ANNEX VII, point 9.				
896	9. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;;	~~92.~~ E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;;	9. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;;[...]	~~9. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;;[...]~~ Text Origin: Council Mandate
ANNEX VII, point 10.				
897	10. SLI batteries as defined in Article 3, point (12), of Regulation (EU) 2023/****[on batteries and waste batteries];	~~103.~~ SLI batteries as defined in Article 3, point (12), of Regulation (EU) ~~2023/****~~ <u>for 2023/1542 and portable</u> batteries ~~and waste batteries~~ <u>as defined in Article 3, point (9), of Regulation (EU) 2023/1542;</u>	~~102.~~ SLI batteries as defined in Article 3, point (12), of Regulation (EU) ~~2023/****~~ <u>2023/1542</u> [on batteries and waste batteries...];	~~103.~~ SLI batteries as defined in Article 3, point (12), of Regulation (EU) ~~2023/****~~ <u>for 2023/1542;</u> Text Origin: Council Mandate
ANNEX VII, fourth paragraph b				
897a			2a. Portable batteries as defined in article 3 point (9) of regulation (EU) 2023/1542	<u>4. Portable batteries as defined in article 3 point (9) of regulation (EU) 2023/1542;</u> Text Origin: Council Mandate
ANNEX VII, fourth paragraph c				
897b			3. E-drive motors, including their casings, generators, alternators and	<u>5. E-drive motors, including their casings and any associated</u>

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						cooling fan motors if present, [...]		<u>control units, wiring, and other parts, components and materials;</u>
		ANNEX VII, point 11.						
G	898	11. Engines;	~~114.~~	Engines;	114.	Combustion [...]engines; blocks	~~116.~~	~~Engines;~~ <u>Engine blocks</u> Text Origin: Council Mandate
		ANNEX VII, point 12.						
G	899	12. Catalytic converters;	~~125.~~	Catalytic converters;	125.	Catalytic converters;	~~127.~~	Catalytic converters; Text Origin: Commission Proposal
		ANNEX VII, point 13.						
G	900	13. Gear boxes;	~~136.~~	Gear boxes;	136.	Gear boxes, including control units;	~~138.~~	Gear boxes; Text Origin: EP Mandate
		ANNEX VII, point 14.						
G	901	14. Windshields, rear and side windows made of glass;	~~147.~~	Windshields, rear and side windows made of glass;	147.	At least 70% of the total glass from windshields, rear and side windows made of glass, including rooftop glass installations;	~~149.~~	<u>At least 70% of the total glass from</u> windshields, rear and side windows made of glass, <u>including rooftop glass installations;</u> Text Origin: Council Mandate
		ANNEX VII, point 15.						
G	902	15. Wheels;	~~158.~~	Wheels;	158.	~~Wheels~~ Rims;	~~1510.~~	~~Wheels~~ <u>Rims;</u> Text Origin: Council Mandate
		ANNEX VII, point 16.						
G	903	16. Tyres;	~~169.~~	Tyres;	169.	Rubber tyres;	~~1611.~~	Tyres;

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: EP Mandate
	ANNEX VII, point 17.			
G 904	17. Dashboards;	<i>deleted</i>	~~17~~ 10. Dashboards; [...]	~~17.~~ ~~Dashboards; [...]~~ Text Origin: Council Mandate
	ANNEX VII, point 18.			
G 905	18. Directly accessible parts of the infotainment system, including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres;	~~18~~ 11. Directly accessible parts of the infotainment system; ~~including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres;~~	~~18~~ 11. Directly accessible parts of the infotainment system, including sound, navigation, including radar or lidar control units and sensors if present , and multimedia controllers, including displays of a surface greater than 100 square centimetres;	~~18~~ 12. Directly accessible parts of the infotainment system; ~~including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres;~~ Text Origin: EP Mandate
	ANNEX VII, point 19.			
G 906	19. Headlights, including their actuators;	~~19~~ 12. Headlights, including their actuators;	~~19~~ 12. ~~Headlights~~ Head- and taillights , including their actuators;	~~19~~ 13. ~~Headlights~~ Head- and taillights , including their actuators; Text Origin: Council Mandate
	ANNEX VII, point 20.			
G 907	20. Wire harnesses;	<i>deleted</i>	~~20~~ 13. Main wire harnesses, including internal and external charging cables if present ;	~~20~~ 14. Main wire harnesses, including internal and external charging cables if present ; Text Origin: Council Mandate
	ANNEX VII, point 21.			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 908	21. Bumpers;	~~21~~ <u>14</u> . Bumpers;	~~21~~ <u>14</u> . BumpersCrash management system, including bumper[...] covers, beams and crash boxes;	~~21~~ <u>15</u> . Bumpers; Text Origin: EP Mandate
ANNEX VII, point 22.				
G 909	22. Fluid containers;	~~22~~ <u>15</u> . ~~Fluid~~ <u>Fuel</u> containers;	~~22~~ . Fluid containers;Plastic fuel tanks	~~22~~ <u>16</u> . ~~Fluid containers~~ <u>Fuel tanks</u> ;
ANNEX VII, point 23.				
G 910	23. Heat exchangers;	~~23~~ <u>16</u> . Heat exchangers;	~~23~~ <u>16</u> . Heat exchangers;	~~23~~ <u>17</u> . Heat exchangers; Text Origin: EP Mandate
ANNEX VII, point 24.				
G 911	24. Any other mono-material metal components, heavier than 10 kg;	<i>deleted</i>	24. Any other mono-material metal components, heavier than 10 kg; [...]	~~24~~ . ~~Any other mono-material metal components, heavier than 10 kg; [...]~~ Text Origin: Council Mandate
ANNEX VII, point 25.				
G 912	25. Any other mono-material plastic components, heavier than 10 kg;	<i>deleted</i>	25. Any other mono-material plastic components, heavier than 10 kg; [...]	~~25~~ . ~~Any other mono-material plastic components, heavier than 10 kg; [...]~~ Text Origin: Council Mandate
ANNEX VII, fourth paragraph d				
G 912a			19. [...]Parts of carbon fibre reinforced plastics	<u>18</u> . <u>Parts of carbon fibre reinforced plastics</u> Text Origin: Council Mandate
ANNEX VII, 20.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	913 26. Electrical and electronic components:	~~26~~ 19. Electrical and electronic components:	~~26~~ 20. Electrical and electronic components:	~~26~~ 19. Electrical and electronic components: Text Origin: Council Mandate
ANNEX VII, 20., point (a)				
Y	914 (a) inverters of the electric vehicles;	(a) inverters of the electric vehicles;	(a) inverters and DC-DC converters with electric voltage [...] of at least 24V or a weight above 1 kilogram of [...] of the electric vehicles;	
ANNEX VII, 20., point (b)				
Y	915 (b) printed circuit boards with a surface area, larger than 10 cm ² ;	<i>deleted</i>	(b) printed circuit containing boards with a surface area, larger than 10 cm ² [...] particularly high precious metal content;	~~(b)~~ b. <u>easily accessible and large</u> printed circuit boards ~~with a surface area, larger than 10 cm²;~~
ANNEX VII, 20., point (c)				
G	916 (c) photo-voltaic (PV) panels with a surface area, larger than 0.2 m ² ;	(c) photo-voltaic (PV) panels with a surface area, larger than 0.2 m ² ;	(c) photo-voltaic (PV) panels with a surface area; [...] larger than 0.2 m ² [...] square metres;	(c) photo-voltaic (PV) panels with a surface area; [...] larger than 0.2 m ² [...] square metres; Text Origin: Council Mandate
ANNEX VII, 20., point (d)				
G	917 (d) control modules and valve boxes for the automatic transmission.	(d) control modules and valve boxes for the automatic transmission.	(d) control modules and valve boxes for the automatic transmission[...];	(d) control modules and valve boxes for the automatic transmission- <u>/:/</u> Text Origin: Commission Proposal
ANNEX VII, 20., point (da)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
917a			(e) oxygen, radar and lidar sensors if present.	
ANNEX VII, 20., point (db)				
917b			21. E-call system	
ANNEX VII, 20., point (dc)				
917c			22. Fuel cell stacks	
ANNEX VII, Part IV				
918	Part IV PART D	Part IV PART D	Part IV PART D	Part IV PART D Text Origin: Commission Proposal
ANNEX VII, fifth paragraph				
919	REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS	REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS	REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS	REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS Text Origin: Commission Proposal
ANNEX VII, 1.				
920	27. Technical evaluation of the removed parts and components:	~~27~~ ¹ . Technical evaluation of the removed parts and components:	~~27~~ ¹ . Technical evaluation of the removed parts and components:	~~27~~ ¹ . Technical evaluation of the removed parts and components: Text Origin: EP Mandate
ANNEX VII, 1., point (a)				
921	(a) For reuse:	(a) For reuse:	(a) For reuse:	(a) For reuse: Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
ANNEX VII, 1., point (a)(i)					
G	922	(i) the part or component is functional;	(i) the part or component is functional;	(i) the part or component is functional; Text Origin: Commission Proposal	G
ANNEX VII, 1., point (a)(ii)					
G	923	(ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for.	(ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for.	(ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for. Text Origin: Commission Proposal	G
ANNEX VII, 1., point (b)					
G	924	(b) For remanufacturing or refurbishment:	(b) For remanufacturing or refurbishment:	(b) For remanufacturing or refurbishment: Text Origin: Commission Proposal	G
ANNEX VII, 1., point (b)(i)					
G	925	(i) the part or component is complete;	(i) the part or component ~~is complete~~ shall contain all relevant parts;	(i) the part or component ~~is complete~~ shall contain all relevant parts; Text Origin: EP Mandate	G
ANNEX VII, 1., point (b)(ii)					
Y	926	(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 <u>potentially</u> fit	(ii) ~~an assessment of damage~~ it is fit to be remanufactured or refurbished, taking into account damages, reduced functionality, ~~reduced~~ performance <u>L</u> .	Y

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		to be ~~used~~ <u>remanufactured or refurbished</u> ;		<u>reduced lifespan</u>] and repairs needed ~~for restoring the part or component to a state where it is fit to be used~~ ;
ANNEX VII, 1., point (b)(iii)				
G	927 (iii) there is no heavy corrosion.	(iii) ~~there is no heavy~~ <u>visual inspection shows that the corrosion does not impede the functionality of the part or component</u> .	(iii) there is no heavy corrosion.	(iii) ~~there is no heavy~~ <u>corrosion does not impede the functionality of the part or component</u> . Text Origin: EP Mandate
ANNEX VII, 2.				
G	928 28. Minimum information to be provided in the labelling of the parts and components:	~~282.~~ Minimum information to be provided in the labelling of the parts and components:	~~282.~~ Minimum information to be provided in the labelling of the parts and components:	~~282.~~ Minimum information to be provided in the labelling of the parts and components: Text Origin: EP Mandate
ANNEX VII, 2., point (a)				
G	929 (a) name of the component or part;	(a) name of the component or part;	(a) name of the component or part;	(a) name of the component or part; Text Origin: Commission Proposal
ANNEX VII, 2., point (b)				
Y	930 (b) reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and	<i>deleted</i>	(b) reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and	
ANNEX VII, 2., point (c)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
Y	931 (c) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the operator that removed the component or part.	(c) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the operator that removed the component or part.	(c) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the ~~operator~~ [...] authorised treatment facility that removed the component or part.	(c) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the ~~operator~~ [...] authorised treatment facility that removed the component or part. Text Origin: Council Mandate	Y
ANNEX VII, Part V					
G	932 Part V PART E	Part V PART E	Part V PART E	Part V PART E Text Origin: Commission Proposal	G
ANNEX VII, sixth paragraph					
G	933 COMPONENTS AND PARTS NOT TO BE REUSED	COMPONENTS AND PARTS NOT TO BE REUSED	COMPONENTS AND PARTS NOT TO BE REUSED	COMPONENTS AND PARTS NOT TO BE REUSED Text Origin: Commission Proposal	G
ANNEX VII, point 29.					
G	934 29. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors.	~~29~~ 1. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors.	~~29~~ 1. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors.	~~29~~ 1. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors. Text Origin: EP Mandate	G
ANNEX VII, point 30.					
G	935 30. Emission after-treatment systems (e.g. catalytic converters, particulate filters).	~~30~~ 2. Emission after-treatment systems (e.g. catalytic converters, particulate filters) <u>if those parts</u>	~~30~~ . Emission after treatment systems (e.g. [... catalytic converters, particulate filters].)	30. Emission after-treatment systems (e.g. catalytic converters, particulate filters) <u>unless those</u>	G

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				<u>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.</u>				<u>parts comply with the related roadworthiness test as laid down in Article 4 of Directive 2014/45/EU.</u> Text Origin: EP Mandate
ANNEX VII, point 31.								
G	936	31. Exhaust silencers.	~~31.3.~~	Exhaust silencers.	~~31.~~	Exhaust silencers[...]	~~31.~~	~~Exhaust silencers[...]~~ Text Origin: Council Mandate
ANNEX VII, point 32.								
G	937	32. Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators.	~~32.4.~~	Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators.	~~32.4.~~	Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators.	~~32.4.~~	Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators. Text Origin: EP Mandate
ANNEX VII, point 33.								
G	938	33. Seats in cases where they incorporate safety belt anchorages and/or airbags.	~~33.5.~~	Seats in cases where they incorporate safety belt anchorages and/or airbags.	~~33.5.~~	Seats in cases where they incorporate safety belt anchorages and/or airbags.	~~33.5.~~	Seats in cases where they incorporate safety belt anchorages and/or airbags. Text Origin: EP Mandate
ANNEX VII, point 34.								
G	939	34. Steering lock assemblies acting on the steering column.	~~34.6.~~	Steering lock assemblies acting on the steering column.	~~34.6.~~	Steering lock assemblies acting on the steering column.	~~34.6.~~	Steering lock assemblies acting on the steering column. Text Origin: EP Mandate
ANNEX VII, point 35.								

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
940	35. Immobilisers, including transponders and electronic control units.	~~357.~~ Immobilisers, including transponders and electronic control units.	~~357.~~ Immobilisers, including transponders and electronic control units.	~~357.~~ Immobilisers, including transponders and electronic control units. Text Origin: Council Mandate
ANNEX VII, Part VI				
941	Part VI PART F	Part VI PART F	Part VI PART F	Part VI PART F Text Origin: Commission Proposal
ANNEX VII, seventh paragraph				
942	SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS	SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS	SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS	SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS Text Origin: Commission Proposal
ANNEX VII, point 36.				
943	36. SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries].	~~361.~~ SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries].	~~361.~~ SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****2023/1542 [on batteries and waste batteries...].	~~361.~~ SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries]2023/1542. Text Origin: Council Mandate
ANNEX VII, point 37.				
944	37. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU)	~~372.~~ Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU)	~~372.~~ Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU)	37. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU)

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	2023/****[on batteries and waste batteries].	~~2023/****[on batteries and waste batteries]~~ <u>2023/1542</u> .	2023/****2023/1542 [on batteries and waste batteries...].	~~2023/****[on batteries and waste batteries]~~ <u>2023/1542</u> . Text Origin: EP Mandate
	ANNEX VII, seventh paragraph a			
G	944a		2a. LMT batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542.	<u>2a. LMT batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542.</u> Text Origin: Council Mandate
	ANNEX VII, seventh paragraph b			
G	944b		2b. Portable batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542	<u>2b. Portable batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542</u> Text Origin: Council Mandate
	ANNEX VII, point 38.			
Y	945 38. Permanent magnet materials containing neodymium, dysprosium or praseodymium as defined (Neodymium-Iron-Boron (NdFeB), as defined in Article 27 Regulation [proposal for Regulation on CRMs], copper from e-drive motors that are not suitable for reuse, remanufacturing or refurbishment, shall be removed where the process for removal is feasible to be performed by authorised treatment facilities without excessive cost. In case of	~~383~~ 38. Permanent magnet materials containing neodymium, dysprosium or praseodymium as defined (Neodymium-Iron-Boron (NdFeB), as defined in Article 27 Regulation [proposal for Regulation on CRMs], copper from e-drive motors that are not suitable for reuse, remanufacturing or refurbishment, shall be removed where the process for removal is feasible to be performed by authorised treatment facilities without excessive cost. In case of	~~383~~ 38. Permanent magnet materials containing neodymium, dysprosium or praseodymium as defined[...] (Neodymium-Iron-Boron (NdFeB), as defined in Article 2728 of Regulation [proposal for Regulation on CRMs(EU) 2024/1252 [...], copper from e-drive motors that are not suitable for reuse, remanufacturing or refurbishment, shall be removed where the process for removal is feasible to be performed by authorised	~~383~~ 38. Permanent magnet materials containing neodymium, dysprosium or praseodymium as defined[...] (Neodymium-Iron-Boron (NdFeB), as defined in Article 2728 of Regulation [proposal for Regulation on CRMs(EU) 2024/1252 [...], copper from e-drive motors that are not suitable for reuse, remanufacturing or refurbishment, shall be removed where the process for removal is feasible to be performed by authorised treatment facilities

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	lack of technical progress to recycle NdFeB permanent magnet materials, the e-drive motors or its permanent magnet material containing parts shall be stock-piled and labelled in accordance with Article 27(1), point (b), of Regulation [proposal for Regulation on CRMs].	lack of technical progress to recycle NdFeB permanent magnet materials, the e-drive motors or its permanent magnet material containing parts shall be stock-piled and labelled in accordance with Article 27(1), point (b), of Regulation [proposal for Regulation on CRMs].	treatment facilities without excessive cost. In case of lack of technical progress to recycle NdFeB permanent magnet materials, the e-drive motors or its permanent magnet material containing parts shall be stock-piled and labelled in accordance with Article 27(1), point (b), of Regulation– (EU) 2024/1252 [proposal for Regulation on CRMs]...]. For the purpose of future recycling, the requirements related to the temporary storage of Directive 1999/31/EC shall not apply.	without excessive cost. In case of lack of technical progress to recycle NdFeB permanent magnet materials, the e-drive motors or its permanent magnet material containing parts shall be stock-piled and labelled in accordance with Article 27(1), point (b), of Regulation– (EU) 2024/1252 [proposal for Regulation on CRMs]...]. For the purpose of future recycling, the requirements related to the temporary storage of Directive 1999/31/EC shall not apply. Text Origin: Council Mandate
ANNEX VII, point 39.				
946	39. Removed electronic components and parts, which are not subject for reuse, remanufacturing or refurbishment and non-ferrous fractions, including shredded printed circuit boards, shall be treated by treatment operators as specified in Article 8(3) of Directive 2012/19/EU.	~~394~~ . Removed electronic components and parts, which are not subject for reuse, remanufacturing or refurbishment and non-ferrous fractions, including shredded printed circuit boards, shall be treated by treatment operators as specified in Article 8(3) of Directive 2012/19/EU.	~~394~~ . Removed electronic components and parts, which are not subject for reuse, remanufacturing or refurbishment and non-ferrous fractions, including shredded printed circuit boards, shall be treated by treatment operators as specified in Article 8(3) of Directive 2012/19/EU.	~~394~~ . Removed electronic components and parts, which are not subject for reuse, remanufacturing or refurbishment and non-ferrous fractions, including shredded printed circuit boards, shall be treated by treatment operators as specified in Article 8(3) of Directive 2012/19/EU. Text Origin: Council Mandate
ANNEX VII, point 40.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G	947 40. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality.	~~40.5.~~ Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality.	405. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality.	~~40.5.~~ Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality. Text Origin: EP Mandate
ANNEX VII, Part VII				
Y	947a		6. Removed refrigerants shall be recycled, reclaimed or destroyed in accordance with Article 8 of Regulation (EU) 2024/573.	<u>6. Removed refrigerants shall be recycled, reclaimed or destroyed in accordance with Article 8 of Regulation (EU) 2024/573.</u> Text Origin: Council Mandate
ANNEX VII, Part VIII				
Y	947b		7. The plastics and residue fractions shall be handled in accordance with Article 7 and Annex IV of Regulation (EU) 2019/1021.	<u>The plastics and residue fractions shall be handled in accordance with Article 7 and Annex IV of Regulation (EU) 2019/1021.</u> Text Origin: Council Mandate
ANNEX VII, Part IX				
Y	947c		8. Rubber tyres shall be processed in accordance with the waste hierarchy and the general requirements laid down in Article 4 of 2008/98/EC to prioritise prevention options that deliver the best overall	<u>8. Tyres shall be processed in accordance with the waste hierarchy and the general requirements laid down in Article 4 of 2008/98/EC to prioritise prevention options that deliver</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			environmental outcome [including retreading].	<u>the best overall environmental outcome including retreading.</u> Text Origin: Council Mandate
ANNEX VII, Part X				
Y 947d			9. Aluminium materials originating from heat exchangers as specified in Annex VII Part C, point 12, shall be stored and recycled separately from the cast and wrought aluminium fractions specified in Annex VII, Part G, point 2(b).	<u>9. Aluminium materials originating from heat exchangers as specified in Annex VII Part C, point 12, shall be stored and recycled separately from the cast and wrought aluminium fractions specified in Annex VII, Part G, point 2(b).</u> Text Origin: Council Mandate
ANNEX VII, Part VII				
G 948	Part VIIPART G	Part VIIPART G	Part VIIPART G	Part VIIPART G Text Origin: Commission Proposal
ANNEX VII, eighth paragraph				
949	INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES	INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES	~~INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES [...]~~ CRITERIA FOR COMBINED SHREDDING AND THE	

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						APPLICATION OF POST-SHREDDER TECHNOLOGIES		
ANNEX VII, eighth paragraph a								
Y		949a		<u>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:</u>		1. Criteria for allowing shredding of end-of-life vehicles, their parts, components and materials together with other waste:		<u>1. In order to comply with Article 28(3) of this Regulation, end-of-life vehicles may be shredded [mixed] together with other waste only if:</u> Text Origin: EP Mandate
ANNEX VII, eighth paragraph a, point (a)								
G		949b		<u>(a) waste electrical and electronic equipment has been treated in accordance with Annex VII to Directive 2012/19/EU;</u>		(a) Waste Electrical and Electronic Equipment has been treated selectively in accordance with Annex VII of Directive 2012/19/EU prior to shredding together with end-of-life vehicles;		<u>(a) waste electrical and electronic equipment has been treated selectively in accordance with Annex VII to Directive 2012/19/EU;</u> Text Origin: EP Mandate
ANNEX VII, eighth paragraph a, point (b)								
G		949c		<u>(b) all batteries have been removed in accordance with Regulation (EU) 2023/1542;</u>		(b) all batteries are removed from all types of waste as specified in Regulation (EU) 2023/1542, prior to shredding together with end-of-life vehicles;		<u>(b) all batteries have been removed in accordance with Regulation (EU) 2023/1542;</u> Text Origin: EP Mandate
ANNEX VII, eighth paragraph a, point (c)								
G		949d		<u>(c) plastic packaging has been separated from packaging waste and metal packaging in</u>		(c) plastic packaging is removed from Packaging Waste and metal Packaging Waste as		<u>(c) plastic packaging has been separated from packaging waste and metal packaging in</u>

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
				<u>accordance with Regulation (EU) 2025/40;</u>		specified in the Regulation (EU) 2025/40[...] is not yet sorted into specific alloy families prior to shredding together with end-of-life vehicles;		<u>accordance with Regulation (EU) 2025/40;</u> Text Origin: EP Mandate
		ANNEX VII, eighth paragraph a, point (d)						
G		949e		<u>(d) the combined shredding process does not lower the quality of waste streams compared to separate treatment; and</u>		(d) the joint treatment of different waste fractions does not result in a deterioration of the quality of the waste streams resulting from treatment compared to the separate treatment of the waste fractions;		<u>(d) the combined shredding process does not lower the quality of waste streams compared to separate treatment; and</u> Text Origin: EP Mandate
		ANNEX VII, eighth paragraph a, point (e)						
G		949f		<u>(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.</u>		(e) the individual contribution of the mixed waste streams to the output fractions shall be able to be determined for the respective reporting requirements on treatment performance of end-of-life vehicles and other requirements for other waste streams such as Regulation (EU) 2023/1542, the Regulation (EU) 2025/40[,], Directive 2012/19/EU and Directive 2008/58/EC.		<u>(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.</u> Text Origin: EP Mandate
		ANNEX VII, eighth paragraph b						
G		949g				2. Quality requirements for the output fractions:		<u>2. Quality requirements for the output fractions:</u>

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
								Text Origin: Council Mandate
		ANNEX VII, eighth paragraph c						
G	949h				a.	The total copper content of the main steel fraction shall not exceed 0.25% on a weight basis; as of [OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation], the total copper content of the main steel fraction shall not exceed 0.15% on a weight basis;	a.	<u>The total copper content of the main steel fraction shall not exceed 0.25% on a weight basis; as of [OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation], the total copper content of the main steel fraction shall not exceed 0.15% on a weight basis;</u>
		ANNEX VII, eighth paragraph d						
G	949i				b.	Aluminium shall be sorted as a minimum into a cast alloys fraction as defined in the standard EN 1706:2020 and wrought alloy fraction, as defined in the standard EN 573-3:2019;	b.	<u>[OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] Aluminium shall be sorted as a minimum into two fractions:</u> <u>I. Cast aluminium (fractions with a silicon content higher than 1.5%)</u> <u>II. Wrought aluminium (fractions with a silicon content equal or lower than 1.5%)</u>
		ANNEX VII, eighth paragraph e						

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
949j					c. The shredder heavy fraction derived after air separation and separation of iron, shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The residue of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder heavy fraction properly selected and reconditioned, is biologically stable according to current legislation;	<u><i>[OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation]</i></u> <u><i>Aluminium shall be sorted as a minimum into four fractions:</i></u> <u><i>Ia. Aluminium fraction with silicon content higher than 1.5%, copper content equal or lower than 0.5% and iron content equal or lower than 0.2%;</i></u> <u><i>Ib. Aluminium fraction with silicon content higher than 1.5% and that does not meet the composition requirements of Ia. for copper and iron</i></u> <u><i>Ila. Aluminium fraction with silicon content equal or lower than 1.5%, magnesium equal or lower than 1.5%, copper content equal or lower than 0.3% and zinc content equal or lower than 0.3%</i></u> <u><i>Ilb. Aluminium fraction with silicon content equal or lower than 1.5% and that does not meet the composition requirements of</i></u>		

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>Ila for magnesium, copper and zinc.</u>
	ANNEX VII, eighth paragraph f			
G 949k				<u>c. The shredder heavy fraction derived after air separation and separation of iron, shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The residue of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder heavy fraction properly selected and reconditioned, is biologically stable according to current legislation;</u>
	ANNEX VII, eighth paragraph g			
G 949l			d. The shredder light fraction shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The	<u>d. The shredder light fraction shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The residue</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			residue of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder light fraction, properly selected and reconditioned, is biologically stable, according to current legislation.	<u>of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder light fraction, properly selected and reconditioned, is biologically stable, according to current legislation.</u> Text Origin: Council Mandate
	ANNEX VII, point 41.			
R	950 41. 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.	<i>deleted</i>	~~411.~~ Documentation to be provided for exemptions from the obligation to remove parts, components and materials: (a) [...] A copy of the written contract between the authorised treatment facility and the facility which performs the shredding operations and uses or subcontracts post-shredding technologies, including the specifications on the quality of the secondary materials ready for recycling and the technical specification followed in processing treatment fractions from end-of-life vehicles.	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			(b) [...] Documentation by an independent body demonstrating the quality and quantity of the treatment fractions [...] ready for recycling for a representative treatment configuration [...].	
ANNEX VII, point 42.				
951	42. 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.	~~42~~ 2. A <u>mass balance</u> 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.	~~42. 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 [...]~~	
ANNEX VII, point 43.				
952	43. Any other type of documentation demonstrating that the quality and quantity of the materials from the end-of-life vehicles is not lower compared to the quality and quantity of components and parts that were separately removed prior-shredding in accordance with the requirements laid down in Part C.	~~43~~ 3. Any other type of documentation demonstrating that the quality and quantity of the materials from the end-of-life vehicles is not lower compared to the quality and quantity of components and parts that were separately removed prior-shredding in accordance with the requirements laid down in Part C.	~~43-(c)~~ [...] Any other type of documentation demonstrating that the quality and quantity of the materials from the end-of-life vehicles ~~is [...]~~ are not lower compared to the quality and quantity of components and parts that were separately removed prior-shredding in accordance with the requirements laid down in Part C.	
ANNEX VIII				
G 953	ANNEX VIII	ANNEX VIII	ANNEX VIII	ANNEX VIII G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX VIII, first paragraph				
954	INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS	INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS	INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS	INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS Text Origin: Commission Proposal
ANNEX VIII, point 1.				
955	1. Information to be submitted by the producer or its appointed representative for extended producer responsibility:	1. Information to be submitted by the producer or its ~~appointed~~ authorised representative for extended producer responsibility:	1. Information to be submitted by the producer or its ~~appointed~~ authorised representative for extended producer responsibility:	1. Information to be submitted by the producer or its ~~appointed~~ authorised representative for extended producer responsibility: Text Origin: EP Mandate
ANNEX VIII, point 1.(a)				
956	(a) name, and brand names if available, under which the producer operates in the Member State and address of the producer, including postal code and place, street and number, country, telephone number, if any, web address and e-mail address, indicating a single contact point;	(a) name, and brand names if available, under which the producer operates in the Member State and address of the producer, including postal code and place, street and number, country, telephone number, if any, web address and e-mail address, indicating a single contact point;	(a) name, and brand names if available, under which the producer operates in the Member State and address of the producer, including postal code and place, street and number, country, telephone number, if any, web address and e-mail address, indicating a single contact point;	(a) name, and brand names if available, under which the producer operates in the Member State and address of the producer, including postal code and place, street and number, country, telephone number, if any, web address and e-mail address, indicating a single contact point; Text Origin: Commission Proposal
ANNEX VIII, point 1.(b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 957	(b) national identification code of the producer, including its trade register number or equivalent official registration number and the European or national tax identification number;	(b) national identification code of the producer, including its trade register number or equivalent official registration number and the European or national tax identification number;	(b) national identification code of the producer, including its trade register number or equivalent official registration number and the European or national tax identification number;	(b) national identification code of the producer, including its trade register number or equivalent official registration number and the European or national tax identification number; Text Origin: Commission Proposal
ANNEX VIII, point 1.(c)				
G 958	(c) categories of vehicles that the producer intends to make available on the market for the first time within the territory of a Member State;	(c) categories of vehicles that the producer intends to make available on the market for the first time within the territory of a Member State;	(c) categories of vehicles that the producer intends to make available on the market for the first time within the territory of a Member State;	(c) categories of vehicles that the producer intends to make available on the market for the first time within the territory of a Member State; Text Origin: Commission Proposal
ANNEX VIII, point 1.(d)				
G 959	(d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following:	(d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following:	(d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following:	(d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following: Text Origin: Commission Proposal
ANNEX VIII, point 1.(d)(i)				
G 960	(i) the measures put in place by the producer to fulfil the	(i) the measures put in place by the producer to fulfil the	(i) the measures put in place by the producer to fulfil the	(i) the measures put in place by the producer to fulfil the

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	producer responsibility obligations laid down in Articles 16 and 20;	producer responsibility obligations laid down in Articles 16 and 20;	producer responsibility obligations laid down in Articles 16 and 20;	producer responsibility obligations laid down in Articles 16 and 20; Text Origin: Commission Proposal
ANNEX VIII, point 1.(d)(ii)				
G 961	(ii) the measures put in place to fulfil the collection obligation laid down in Article 23 with regard to the amount of vehicles the producer makes available on the market in the Member State; and	(ii) the measures put in place to fulfil the collection obligation laid down in Article 23 with regard to the amount of vehicles the producer makes available on the market in the Member State; and	(ii) the measures put in place to fulfil the collection obligation laid down in Article 23 with regard to the amount of vehicles the producer makes available on the market in the Member State; and	(ii) the measures put in place to fulfil the collection obligation laid down in Article 23 with regard to the amount of vehicles the producer makes available on the market in the Member State; and Text Origin: Commission Proposal
ANNEX VIII, point 1.(d)(iii)				
G 962	(iii) the system to ensure that the data reported to the competent authorities are reliable;	(iii) the system to ensure that the data reported to the competent authorities are reliable;	(iii) the system to ensure that the data reported to the competent authorities are reliable;	(iii) the system to ensure that the data reported to the competent authorities are reliable; Text Origin: Commission Proposal
ANNEX VIII, point 1.(e)				
G 963	(e) a statement by the producer or, where applicable, producer's appointed representative for the extended producer responsibility or producer responsibility	(e) a statement by the producer or, where applicable, producer's appointed representative for the extended producer responsibility or producer responsibility	(e) a statement by the producer or, where applicable, producer's appointed authorised representative for the extended producer responsibility or producer responsibility	(e) a statement by the producer or, where applicable, producer's ~~appointed~~ authorised representative for the extended producer responsibility or producer responsibility

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	organisation, stating that the information provided is true.	organisation, stating that the information provided is true.	organisation, stating that the information provided is true.	organisation, stating that the information provided is true. Text Origin: Council Mandate
ANNEX VIII, point 2.				
964	2. Information to be provided, in addition to the information listed in point 1, where a producer responsibility organisation is appointed to carry out the extended producer responsibility obligations:	2. Information to be provided, in addition to the information listed in point 1, where a producer responsibility organisation is appointed to carry out the extended producer responsibility obligations:	2. Information to be provided, in addition to the information listed in point 1, where a producer responsibility organisation is appointed to carry out the extended producer responsibility obligations:	2. Information to be provided, in addition to the information listed in point 1, where a producer responsibility organisation is appointed to carry out the extended producer responsibility obligations: Text Origin: Commission Proposal
ANNEX VIII, point 2.(a)				
965	(a) the name and contact details, including postal code and place, street and number, country, telephone number, web and e-mail address and the national identification code of the producer responsibility organisation;	(a) the name and contact details, including postal code and place, street and number, country, telephone number, web and e-mail address and the national identification code of the producer responsibility organisation;	(a) the name and contact details, including postal code and place, street and number, country, telephone number, web and e-mail address and the national identification code of the producer responsibility organisation;	(a) the name and contact details, including postal code and place, street and number, country, telephone number, web and e-mail address and the national identification code of the producer responsibility organisation; Text Origin: Commission Proposal
ANNEX VIII, point 2.(b)				
966	(b) the trade register number or an equivalent official registration number and the European or national tax	(b) the trade register number or an equivalent official registration number and the European or national tax	(b) the trade register number or an equivalent official registration number and the European or national tax	(b) the trade register number or an equivalent official registration number and the European or national tax

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	identification number of the producer responsibility organisation; and	identification number of the producer responsibility organisation; and	identification number of the producer responsibility organisation; and	identification number of the producer responsibility organisation; and Text Origin: Commission Proposal
ANNEX VIII, point 2.(c)				
G 967	(c) the represented producer's mandate.	(c) the represented producer's mandate.	(c) the represented producer's mandate.	(c) the represented producer's mandate. Text Origin: Commission Proposal
ANNEX VIII, point 3.				
968	3. Information to be provided, in addition to the information listed in point 1 by the producer responsibility organisation in the case of an authorisation in accordance with Article 18(1):	3. Information to be provided, in addition to the information listed in point 1 by the producer responsibility organisation in the case of an authorisation in accordance with Article 18(1):	3. Information to be provided, in addition to the information listed in point 1 by the producer responsibility organisation in the case of an authorisation in accordance with Article 18(1):	3. Information to be provided, in addition to the information listed in point 1 by the producer responsibility organisation in the case of an authorisation in accordance with Article 17 (1):
ANNEX VIII, point 3.(a)				
G 969	(a) the names and contact details, including postal codes and places, streets and numbers, countries, telephone numbers, web addresses and e-mail addresses of the producers represented;	(a) the names and contact details, including postal codes and places, streets and numbers, countries, telephone numbers, web addresses and e-mail addresses of the producers represented;	(a) the names and contact details, including postal codes and places, streets and numbers, countries, telephone numbers, web addresses and e-mail addresses of the producers represented;	(a) the names and contact details, including postal codes and places, streets and numbers, countries, telephone numbers, web addresses and e-mail addresses of the producers represented; Text Origin: Commission Proposal
ANNEX VIII, point 3.(b)				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
G 970	(b) the mandate of each represented producer, where applicable;	(b) the mandate of each represented producer, where applicable;	(b) the mandate of each represented producer, where applicable;	(b) the mandate of each represented producer, where applicable; Text Origin: Commission Proposal
ANNEX VIII, point 3.(c)				
G 971	(c) where the producer responsibility organisation represents more than one producer, it shall indicate separately how each one of the represented producers meets the responsibilities set out in Article 16.	(c) where the producer responsibility organisation represents more than one producer, it shall indicate separately how each one of the represented producers meets the responsibilities set out in Article 16.	(c) where the producer responsibility organisation represents more than one producer, it shall indicate separately how each one of the represented producers meets the responsibilities set out in Article 16.	(c) where the producer responsibility organisation represents more than one producer, it shall indicate separately how each one of the represented producers meets the responsibilities set out in Article 16. Text Origin: Commission Proposal
ANNEX VIII, point 4.				
G 972	4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed representative for the extended producer responsibility that represents more than one producer, that representative shall, in addition to the information listed in point 1, provide the name and the contact details for each of the represented producers separately.	4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed representative for the extended producer responsibility that represents more than one producer, that representative shall, in addition to the information listed in point 1, provide the name and the contact details for each of the represented producers separately.	4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed representative for the extended producer responsibility that represents more than one producer, that representative shall, in addition to the information listed in point 1, provide the name and the contact details for each of the represented producers separately.	4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed representative for the extended producer responsibility that represents more than one producer, that representative shall, in addition to the information listed in point 1, provide the name and the contact details for each of the represented producers separately.

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX IX				
973	ANNEX IX	ANNEX IX	ANNEX IX	ANNEX IX Text Origin: Commission Proposal
ANNEX IX, first paragraph				
974	INFORMATION TO BE INCLUDED IN THE CERTIFICATE OF DESTRUCTION	INFORMATION TO BE INCLUDED IN THE CERTIFICATE OF DESTRUCTION	~~INFORMATION TO BE INCLUDED IN THE [...]~~ CERTIFICATE OF DESTRUCTION	
ANNEX IX, first paragraph a				
974a			Issued under Article 25 of Regulation of the European parliament and of the Council [.../...] on circularity requirements for vehicle design and on management of end-of-life vehicles.	
ANNEX IX, first paragraph b, Table 1a				
974b			Table 1a	
ANNEX IX, point 1.				
975	1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in	1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in	~~1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in~~	

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
	the national registration or identification system.	the national registration or identification system.	~~the national registration or identification system.~~	
ANNEX IX, point 2.				
976	2. Name and address of competent authority which has issued a permit (in accordance with Article 14 of the Regulation) for the establishment or undertaking issuing the certificate of destruction.	2. Name and address of competent authority which has issued a permit (in accordance with Article 14 of the Regulation) for the establishment or undertaking issuing the certificate of destruction.	~~2. Name and address of competent authority which has issued a permit (in accordance with Article 14 of the Regulation) for the establishment or undertaking issuing the certificate of destruction.~~	
ANNEX IX, point 3.				
977	3. Date of issue of the certificate of destruction.	3. Date of issue of the certificate of destruction.	~~3. Date of issue of the certificate of destruction.~~	
ANNEX IX, point 4.				
978	4. Vehicle nationality mark and registration number (registration document, where such document exists on paper, or statement by the authorised treatment facility issuing the certificate that the registration document has been destroyed ⁽²⁾ to be attached to the certificate).	4. Vehicle nationality mark and registration number (registration document, where such document exists on paper, or statement by the authorised treatment facility issuing the certificate that the registration document has been destroyed ⁽²⁾ to be attached to the certificate).	~~4. Vehicle nationality mark and registration number (registration document, where such document exists on paper, or statement by the authorised treatment facility issuing the certificate that the registration document has been destroyed⁽²⁾ to be attached to the certificate).~~	
ANNEX IX, point 5.				
979	5. Class of vehicle, brand and model.	5. Class of vehicle, brand and model.	~~5. Class of vehicle, brand and model.~~	
ANNEX IX, point 6.				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
980	6. Vehicle identification number (chassis).	6. Vehicle identification number (chassis).	6. ~~Vehicle identification number (chassis).~~	
ANNEX IX, point 7.				
981	7. Name, address, nationality of the holder or owner of the vehicle delivered.	7. Name, ~~and~~ address, ~~nationality~~ of the holder or owner of the vehicle delivered.	7. Name, address, nationality of the holder or owner of the vehicle delivered.	
ANNEX X				
G 982	ANNEX X	ANNEX X	ANNEX X	ANNEX X Text Origin: Commission Proposal
ANNEX X, first paragraph				
983	AMENDMENTS TO REGULATION (EU) 2018/858	AMENDMENTS TO REGULATION (EU) 2018/858	AMENDMENTS TO REGULATION (EU) 2018/858 AND REGULATION (EU) 168/2013	
ANNEX X, point 1.				
G 984	1. Annex II to Regulation (EU) 2018/858 shall be amended as follows:	1. Annex II to Regulation (EU) 2018/858 shall be amended as follows:	1. Annex II to Regulation (EU) 2018/858 shall be amended as follows:	1. Annex II to Regulation (EU) 2018/858 shall be amended as follows: Text Origin: Commission Proposal
ANNEX X, second paragraph				
G 985	(1) In Part I, entry G13 is replaced by the following:	(1) In Part I, entry G13 is replaced by the following:	(1) In Part I, entry G13 is replaced by the following:	(1) In Part I, entry G13 is replaced by the following: Text Origin: Commission Proposal

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
ANNEX X, second paragraph, amending provision, first paragraph				
G 986	‘ ‘	‘ ‘	‘ ‘	‘ ‘ Text Origin: Commission Proposal
ANNEX X, second paragraph, amending provision, Table				
G 987	Table	Table	Table	Table Text Origin: Commission Proposal
ANNEX X, second paragraph, amending provision, second paragraph				
G 988	’, ’, ’,	’, ’, ’,	’, ’, ’,	’, ’, ’, Text Origin: Commission Proposal
ANNEX X, 2 paragraph				
G 989	(2) Appendix 1 is amended as follows:	(2) Appendix 1 is amended as follows:	(2) Appendix 1 is amended as follows:	(2) Appendix 1 is amended as follows: Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (a)				
G 990	(a) in table 1, entry G13 is replaced by the following:	(a) in table 1, entry G13 is replaced by the following:	(a) in table 1, entry G13 is replaced by the following:	(a) in table 1, entry G13 is replaced by the following: Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (a), amending provision, first paragraph				
G 991	‘	‘	‘	‘

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (a), amending provision, Table				
G 992	Table	Table	Table	Table Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (a), amending provision, second paragraph				
G 993	, ,	, ,	, ,	, Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (b)				
G 994	(b) in table 2, entry G13 is replaced by the following:	(b) in table 2, entry G13 is replaced by the following:	(b) in table 2, entry G13 is replaced by the following:	(b) in table 2, entry G13 is replaced by the following: Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (b), amending provision, first paragraph				
G 995	, ,	, ,	, ,	, Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (b), amending provision, Table				
G 996	Table	Table	Table	Table Text Origin: Commission Proposal
ANNEX X, 2 paragraph, point (b), amending provision, second paragraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
997	,	,	,	, Text Origin: Commission Proposal
ANNEX X, 3 paragraph				
998	(3) in Appendix 2, point 4 is amended as follows:	(3) in Appendix 2, point 4 is amended as follows:	(3) in Appendix 2, point 4 is amended as follows:	(3) in Appendix 2, point 4 is amended as follows: Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (a)				
999	(a) in the table 'Part I: Vehicles belonging to category M1', entry 59 is replaced by the following:	(a) in the table 'Part I: Vehicles belonging to category M1', entry 59 is replaced by the following:	(a) in the table 'Part I: Vehicles belonging to category M1', entry 59 is replaced by the following:	(a) in the table 'Part I: Vehicles belonging to category M1', entry 59 is replaced by the following: Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (a), amending provision, first paragraph				
1000	,	,	,	, Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (a), amending provision, Table				
1001	Table	Table	Table	Table Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (a), amending provision, second paragraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
1002	‘ ’,	‘ ’,	‘ ’,	‘ ’, Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (b)				
1003	(b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following:	(b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following:	(b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following:	(b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following: Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (b), amending provision, first paragraph				
1004	‘ ’	‘ ’	‘ ’	‘ ’ Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (b), amending provision, Table				
1005	Table	Table	Table	Table Text Origin: Commission Proposal
ANNEX X, 3 paragraph, point (b), amending provision, second paragraph				
1006	’; ’,	’; ’,	’; ’,	’; ’, Text Origin: Commission Proposal
ANNEX X, 4 paragraph				

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G	1007	(4) Part III is amended as follows:	(4) Part III is amended as follows:	(4) Part III is amended as follows: Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (a)					
G	1008	(a) In Appendix 1, entry 59 is replaced by the following:	(a) In Appendix 1, entry 59 is replaced by the following:	(a) In Appendix 1, entry 59 is replaced by the following: Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (a), amending provision, first paragraph					
G	1009	‘ ‘. ’	‘ ‘. ’	‘ ‘. ’ Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (a), amending provision, Table					
G	1010	Table	Table	Table Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (a), amending provision, second paragraph					
G	1011	’, ’,	’, ’,	’, ’, Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (b)					
G	1012	(b) in Appendix 2, entry 59 is replaced by the following:	(b) in Appendix 2, entry 59 is replaced by the following:	(b) in Appendix 2, entry 59 is replaced by the following:	G

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (b), amending provision, first paragraph			
G 1013	‘ ‘. ’	‘ ‘. ’	‘ ‘. ’	‘ ‘. ’ Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (b), amending provision, Table			
G 1014	Table	Table	Table	Table Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (b), amending provision, second paragraph			
G 1015	’. ’ ’	’. ’ ’	’. ’ ’	’. ’ ’ Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (c)			
G 1016	(c) in Appendix 3, entry 59 is replaced by the following:	(c) in Appendix 3, entry 59 is replaced by the following:	(c) in Appendix 3, entry 59 is replaced by the following:	(c) in Appendix 3, entry 59 is replaced by the following: Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (c), amending provision, first paragraph			
G 1017	‘ ‘	‘ ‘	‘ ‘	‘ ‘ Text Origin: Commission Proposal
	ANNEX X, 4 paragraph, point (c), amending provision, Table			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement	
G 1018	Table	Table	Table	Table Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (c), amending provision, second paragraph					
G 1019	’, ,	’, ,	’, ,	’, Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (d)					
G 1020	(d) in Appendix 4, entry 59 is replaced by the following:	(d) in Appendix 4, entry 59 is replaced by the following:	(d) in Appendix 4, entry 59 is replaced by the following:	(d) in Appendix 4, entry 59 is replaced by the following: Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (d), amending provision, first paragraph					
G 1021	‘ ‘	‘ ‘	‘ ‘	‘ Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (d), amending provision, Table					
G 1022	Table	Table	Table	Table Text Origin: Commission Proposal	G
ANNEX X, 4 paragraph, point (d), amending provision, second paragraph					
1023	’, ,	’,	2. ²Annex II to Regulation (EU) 168/2013 shall be amended as follows:		
ANNEX X, 4 paragraph, point (d), amending provision, second paragraph a					

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
1023a			In Section C1 of the table in Annex II to Regulation (EU) No 168/2013, entry 15a is replaced by the following:	
ANNEX Xa				
Y 1023b		<u>Annex Xa CRITERIA FOR EXCEPTION OF VEHICLES OF SPECIAL CULTURAL INTEREST</u>		<u>Annex Annex 0 CRITERIA FOR RECOGNISING THE STATUS OF VEHICLES OF SPECIAL CULTURAL INTEREST</u>
ANNEX Xa, 1 paragraph				
Y 1023c		<u>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:</u> <u>(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;</u>		<u>1. Competent authorities in the Member State of registration of a vehicle, or one of its appointed authorising bodies, may recognise a vehicle as having a special cultural interest when it meets all of the following criteria:</u> <u>(a) its unique historical or cultural value or status has been documented by the vehicle owner or by the competent authorities of the Member State where a vehicle is registered or it is a single modified or custom-built vehicle which has been individually approved in accordance with</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
		<u>(b) the owner of the vehicle is known and can be identified;</u> <u>(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.</u>		<u>Regulation (EU) 2018/858 or national law;</u> <u>(b) the vehicle owner is known and can be identified;</u> <u>(c) the parts of the vehicle can be identified by a serial number, or other identification provided by the manufacturer or assigned by the competent authority;</u> <u>(d) the vehicle can be identified by the Vehicle Identification Number (VIN), or serial number, or other identification provided by the manufacturer or assigned by a competent authority;</u> <u>Upon request by the vehicle owner , competent authorities in the Member State of registration shall issue a certificate recognising a vehicle as having a special cultural interest where the abovementioned criteria are fulfilled.</u> <u>Upon request by the vehicle owner, competent authorities in the Member State of registration shall revoke a certificate</u>

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
				<u>recognising a vehicle as having a special cultural interest.</u> <u>2. The owner of the vehicle of special cultural interest shall ensure that:</u> <u>(a) vehicle is stored, transported or used in environmentally sound manner according to Union or national law. [alternative suggestion replacing (a) and (b) of the CSL text]</u> <u>(c) the certificate referred to in paragraph 1 shall be provided or made available to authorities upon request.</u> <u>3. The compliance of the vehicle with the criteria of paragraph 1 and paragraph 2 shall be verified at least every five years, or in case of a change in ownership.</u>
	ANNEX XI			
1024	ANNEX XI	ANNEX XI	ANNEX XI	ANNEX XI Text Origin: Commission Proposal
	ANNEX XI, first paragraph			

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
1025	CORRELATION TABLE	CORRELATION TABLE	CORRELATION TABLE	CORRELATION TABLE Text Origin: Commission Proposal
ANNEX XI, point 1.				
1026	1. Directive 2000/53/EC	1. Directive 2000/53/EC	1. Directive 2000/53/EC	1. Directive 2000/53/EC Text Origin: Commission Proposal
ANNEX XI, point 1., Table 2				
1027	Table 2	Table 2	Table 2	
ANNEX XI, point 2.				
1028	2. Directive 2005/64/EC	2. Directive 2005/64/EC	2. Directive 2005/64/EC	2. Directive 2005/64/EC Text Origin: Commission Proposal
ANNEX XI, point 2., Table 3				
1029	Table 3	Table 3	Table 3	Table 3 Text Origin: Commission Proposal
Annex XII				
1029a			Annex XII AMENDMENTS TO REGULATION (EU) 2023/1542	
Annex XII, first paragraph				
1029b			Table of Annex I of the Regulation (EU) 2023/1542 is amended as the following:	
Annex XIa, second paragraph, Table 3a				

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
		1029c				Table 3a		
		Annex XIII						
R		1029d				Annex XIII REQUIREMENTS FOR CERTIFIERS AND AUDITORS AND CRITERIA TO BE FULFILLED BY INSTALLATIONS CARRYING OUT PRODUCTION OF RECYCLED MATERIAL		R
		Annex XIII, Part A						
R		1029e				Part A Detailed requirements for third parties conducting audits		R
		Annex XIII, first paragraph						
R		1029f				1. A third-party conducting audits in accordance with Article 6(2) shall be independent of the supplier, manufacturer or the person involved in the production of the recycled material and of the controlled installation. To that end, this party should be able to document that:		R
		Annex XIII, first paragraph, point (a)						
R		1029g				(a) It is not part of or under the control of these entities;		R
		Annex XIII, first paragraph, point (b)						

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
R	1029h					(b) It has established and operates procedures guaranteeing its impartiality, including: (i) assessment of risks of its impartiality on an ongoing basis; (ii) identification, elimination and mitigation of risks to impartiality resulting from financial, commercial and other types of pressure; (iii) assessment of risk of its impartiality resulting from relationships of its personnel;		R
	Annex XIII, first paragraph, point (c)							
R	1029i					(c) It is structured and managed in a way ensuring its independence and impartially, including: (i) it is clearly identifiable within the legal entity, if the legal entity conducts also activities not related to inspections; (ii) it has reporting rules on the performed audit activity; (iii) its personnel has clearly identifiable responsibilities with respect to conducting audits.		R
	Annex XIII, point 2.							
R	1029j					2. A third party conducting audits in accordance with		R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			Article 6(2) shall be considered to have appropriate qualifications in the area of audits and waste treatment if it has a sufficient number of qualified personnel, directly or via subcontracting, that is regularly trained and if its personnel involved in conducting such audits and has documented professional experience in all of the following areas: (a) conducting audits of facilities treating waste; (b) waste treatment operations; (c) environmental and occupational health and safety management systems; d) production of recycled material.	
	Annex XIII, point 3.			
R 1029k			3. In order to demonstrate compliance with the criteria referred to in paragraphs 1 and 2, the conformity assessment body conducting audits or certifications shall refer to its certification with Union or equivalent internationally recognised standards relevant for the conduct of audits, such as	R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						ISO 19011:2018 or ISO/IEC 17020:2012.		
		Annex Xlb, Part II						
R		1029l				Part B CRITERIA TO DEMONSTRATE THAT RECYCLED MATERIAL HAS BEEN PRODUCED IN AN INSTALLATION THAT MEETS REQUIREMENTS FOR THE PROTECTION OF HUMAN HEALTH, CLIMATE AND ENVIRONMENT SET OUT IN UNION LAW OR EQUIVALENT TO THOSE REQUIREMENTS (AS PER ARTICLE 6(1c))		R
		Annex XIII, Part B, first paragraph						
R		1029m				1. The audit referred to in Article 6(2) shall verify that the installation involved in the production of recycled material fulfils the following conditions in its actual operations:		R
		Annex XIII, Part B, first paragraph, point (a)						
R		1029n				(a) It complies with the requirements to recycle waste and carries out its activities in accordance with the applicable national legislation on environmental protection;		R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
Annex XIII, Part B, second paragraph, point (b)				
R 1029o			(b) It is designed, constructed and operated in a safe and environmentally sound manner and, in particular, it has the required processes, appropriate waste management technology, organisation and infrastructure in place to recycle the waste in question;	R
Annex XIII, Part B, second paragraph, point (ba)				
R 1029p			(ba) it sources its plastic waste from a country which complies with equivalent standards as the countries of the European Union in terms of protection of the environment and the safety of workers, and operates in such a country in accordance with the criteria defined in paragraph 4 of this Part;	R
Annex XIII, Part B, second paragraph, point (c)				
R 1029q			(c) It establishes and operates management and monitoring systems, procedures and techniques that have the purpose of preventing, reducing, minimising and to the extent practicable eliminating: (i)	R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
						health and safety risks to workers concerned and to the population in the vicinity of the facility; and (ii) adverse effects on the environment caused by its activities (in particular through adequate measures taken to monitor and address pollution);		
	Annex XIII, Part B, second paragraph, point (d)							
R	1029r					(d) It ensures the traceability of all waste received and treated at the facility, including ensuring that all residual waste generated from their activities are documented and are only transferred to waste management facilities that are authorised to treat such residual waste;		R
	Annex XIII, Part B, second paragraph, point (e)							
R	1029s					(e) It has taken measures designed to save energy and limit the emissions of greenhouse gases linked to its activities;		R
	Annex XIII, Part B, second paragraph, point (f)							
R	1029t					(f) It establishes and is able to provide records of its waste management activities for the last five years; if an installation		R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			has operated for less than five years, it establishes and is able to provide records of its waste management activities for the time it has operated;	
	Annex XIII, Part B, second paragraph, point (g)			
R 1029u			(g) It has not been convicted of having carried out illegal activities linked to waste management in the last five years.	R
	Annex XIII, Part B, point 2.			
R 1029v			2. Upon verifying compliance of an installation against the above criteria and with the requirements in Article 6(1b), the third party performing the audit or certification shall in particular take into account, as a point of reference and where relevant, the following:	R
	Annex XIII, Part B, point 2.(a)			
R 1029w			(a) specific requirements for the treatment of certain waste, and on the calculation of the quantity of waste treated, which are mandatory under Union legislation, and on the	R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			accounting of the quantities of recycled materials produced;	
	Annex XIII, Part B, point 2.(b)			
R 1029x			(b) the Best Available Techniques conclusions adopted for certain activities under the regime of Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions.	R
	Annex XIII, Part B, point 3.			
R 1029y			3. The names and contact details of the individuals who carried out the audits are clearly indicated in the audit reports.	R
	Annex XIII, Part B, point 4.			
R 1029z			4. The auditors verify that the plastic waste is treated in a manner equivalent to EU standards and verify that it comes from a country with a comprehensive waste management framework covering its entire territory and demonstrating its ability and willingness to guarantee environmentally sound waste management, taking into account in particular the following criteria:	R

	CLEAN	Commission Proposal	VS.EC	EP Mandate	VS.EC	Council Mandate	VS.EC	Draft Agreement
Annex XIII, Part B, point 4.(a)								
R	1029aa				(a)	the measures implemented and planned to ensure the environmentally sound management of waste within its territory, such as the introduction of an extended producer responsibility system or an equivalent system implementing the polluter pays principle;		R
Annex XIII, Part B, point 4.(b)								
R	1029a b				(b)	the measures implemented and planned to increase the proportion of post-consumer plastic recycled from vehicles, and the indicators for monitoring these measures;		R
Annex XIII, Part B, point 4.(c)								
R	1029ac				(c)	the measures implemented and planned to increase the proportion of post-consumer recycled plastic incorporated in vehicles placed on the national market, and the indicators for monitoring these measures.		R
Annex XIII, Part C								

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
R 1029ad			Part C CRITERIA TO DEMONSTRATE THAT RECYCLED MATERIAL HAS BEEN PRODUCED IN COMPLIANCE WITH THE REQUIREMENTS IN ARTICLE 6(1), (1a) and (1b)	R
Annex XIII, Part C, first paragraph				
1029ae			The audit referred to in Article 6(2) shall verify that the installation involved in the production of recycled material fulfils the following conditions in its actual operations:	
Annex XIII, Part C, point 1.				
R 1029af			1. The installation shall be able to provide evidence that it is producing materials recycled from post-consumer waste. If the installation is also producing materials derived from pre-consumer waste or derived from raw materials, it shall be able to demonstrate that it clearly distinguishes between the different types of materials. The installation shall ensure that it is only supplying materials recycled from post-consumer waste, as a condition for this	R

	CLEAN Commission Proposal	VS.EC EP Mandate	VS.EC Council Mandate	VS.EC Draft Agreement
			material to be accounted for as part of the targets set out in Article 6;	
Annex XIII, Part C, point 2.				
R 1029a g			2. An installation producing recycled materials from post-consumer waste derived from end-of-life vehicles or repaired vehicles shall be able to demonstrate that such waste has been collected separately and was not mixed with materials from other origins before its arrival on the installation and during the whole recycling process.	R

Commission Proposal Table 1

Homogenous materials, parts and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 5(4), point (d)
Lead as an alloying element		
1(a). Steel for machining purposes and batch hot dip galvanised steel components containing up to 0,35 % lead by weight		
1(b). Continuously galvanised steel sheet containing up to 0,35 % lead by weight	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2 % by weight	As spare parts for vehicles placed on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1,5 % by weight	As spare parts for vehicles placed on the market before 1 July 2008	
2(c)(i). Aluminium alloys for machining purposes with a lead content up to 0,4 % by weight	Vehicles type-approved before 1 January 2028 and spare parts for such vehicles	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0,4 % by weight (2)	(1)	
3. Copper alloys containing up to 4 % lead by weight	(3)	
4(a). Bearing shells and bushes	As spare parts for vehicles placed on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and air conditioning compressors	As spare parts for vehicles placed on the market before 1 July 2011	
Lead and lead compounds in components		
5(a). Lead in batteries used in high-voltage systems (4) that are used only for propulsion in M1 and N1 vehicles	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X

5(b)(i). Lead in batteries: (1) used in 12 V applications (2) used in 24 V applications in special purpose vehicles as defined in Article 3 of Regulation (EU) 2018/858	(3)	X
5(b)(ii). Lead in batteries used in applications not included in entry 5(a) or entry 5(b)(i)	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X
6. Vibration dampers	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X
7(a). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles placed on the market before 1 July 2005	
7(b). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2006	
7(c). Bonding agents for elastomers in powertrain applications containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2009	
8(a). Lead in solders to attach electrical and electronic components to electronic circuit boards and lead in finishes on terminations of components other than electrolyte aluminium capacitors, on component pins and on electronic circuit boards	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(b). Lead in solders in electrical applications other than soldering on electronic circuit boards or on glass	Vehicles type approved before 1 January 2011 and spare parts for such vehicles	X(5)
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type approved before 1 January 2013 and spare parts for such vehicles	X(5)
8(d). Lead used in soldering on glass in mass airflow sensors	Vehicles type approved before 1 January 2015 and spare parts of such vehicles	X(5)
8(e). Lead in high melting temperature type solders (i.e. lead-based alloys containing 85 % by weight or more lead)	(1)	X(5)
8(f)(i). Lead in compliant pin connector systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	X(5)

8(f)(ii). Lead in compliant pin connector systems other than the mating area of vehicle harness connectors	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
8(g)(i). Lead in solders to complete a viable electrical connection between semiconductor die and carrier within integrated circuit flip chip packages	Vehicles type approved before 1 October 2022 and spare parts for such vehicles	X(5)
8(g)(ii). Lead in solders to complete a viable electrical connection between the semiconductor die and the carrier within integrated circuit flip chip packages where that electrical connection consists of any of the following: (1) a semiconductor technology node of 90 nm or larger; (2) a single die of 300 mm ² or larger in any semiconductor technology node; (3) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300mm ² or larger.	(1) Vehicles type-approved from 1 October 2022 and spare parts for such vehicles	X(5)
8(h). Lead in solder to attach heat spreaders to the heat sink in power semiconductor assemblies with a chip size of at least 1 cm ² of projection area and a nominal current density of at least 1 A/mm ² of silicon chip area	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(j). Lead in solders for soldering of laminated glazing	Vehicles type approved before 1 January 2020 and spare parts for such vehicles	X(5)
8(k). Soldering of heating applications with 0,5A or more of heat current per related solder joint to single panes of laminated glazings not exceeding wall thickness of 2,1 mm. This exemption does not cover soldering to contacts embedded in the intermediate polymer.	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
9. Valve seats	As spare parts for engine types developed before 1 July 2003	
10(a). Electrical and electronic components, which contain lead in a glass or ceramic, in a glass or ceramic matrix compound, in a glass-ceramic material, or in a glass-ceramic matrix compound. This exemption does not cover the use of lead in: (i) glass in bulbs and glaze of spark plugs, (ii) dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d).		X(6) (for components other than piezo in engines)

10(b). Lead in PZT based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors		
10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
10(d). Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	
11. Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for such vehicles	
12. Lead-containing thermoelectric materials in automotive electrical applications to reduce CO2 emissions by recuperation of exhaust heat	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
Hexavalent chromium		
13(a). Corrosion preventive coatings	As spare parts for vehicles placed on the market before 1 July 2007	
13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles placed on the market before 1 July 2008	
14. Hexavalent chromium as an anti-corrosion agent of the carbon steel cooling system in absorption refrigerators up to 0,75 % by weight in the cooling solution: (a) designed to operate fully or partly with electrical heater, having an average utilised electrical power input < 75W at constant running conditions; (b) designed to operate fully or partly with electrical heater, having an average utilised electrical power input ≥ 75W at constant running conditions; (c) designed to fully operate with non-electrical heater.	For (a): Vehicles type approved before 1 January 2020 and spare parts for such vehicles For (b): Vehicles type approved before 1 January 2026 and spare parts for such vehicles	X
Mercury		
15(a). Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
Cadmium		

16. Batteries for electric vehicles	As spare parts for vehicles placed on the market before 31 December 2008	

PUBLIC

EP Mandate Table 1

Homogenous materials, parts and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 5(4), point (d)
Lead as an alloying element		
1(a). Steel for machining purposes and batch hot dip galvanised steel components containing up to 0,35 % lead by weight		
1(b). Continuously galvanised steel sheet containing up to 0,35 % lead by weight	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2 % by weight	As spare parts for vehicles placed on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1,5 % by weight	As spare parts for vehicles placed on the market before 1 July 2008	
2(c)(i). Aluminium alloys for machining purposes with a lead content up to 0,4 % by weight	Vehicles type-approved before 1 January 2028 and spare parts for such vehicles	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0,4 % by weight (2)	(1)	
3. Copper alloys containing up to 4 % lead by weight	(3)	
4(a). Bearing shells and bushes	As spare parts for vehicles placed on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and air conditioning compressors	As spare parts for vehicles placed on the market before 1 July 2011	
Lead and lead compounds in components		
5(a). Lead in batteries used in high-voltage systems (4) that are used only for propulsion in M1 and N1 vehicles	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X

5(b)(i). Lead in batteries: (1) used in 12 V applications (2) used in 24 V applications in special purpose vehicles as defined in Article 3 of Regulation (EU) 2018/858	(3)	X
5(b)(ii). Lead in batteries used in applications not included in entry 5(a) or entry 5(b)(i)	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X
6. Vibration dampers	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X
7(a). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles placed on the market before 1 July 2005	
7(b). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2006	
7(c). Bonding agents for elastomers in powertrain applications containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2009	
8(a). Lead in solders to attach electrical and electronic components to electronic circuit boards and lead in finishes on terminations of components other than electrolyte aluminium capacitors, on component pins and on electronic circuit boards	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(b). Lead in solders in electrical applications other than soldering on electronic circuit boards or on glass	Vehicles type approved before 1 January 2011 and spare parts for such vehicles	X(5)
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type approved before 1 January 2013 and spare parts for such vehicles	X(5)
8(d). Lead used in soldering on glass in mass airflow sensors	Vehicles type approved before 1 January 2015 and spare parts of such vehicles	X(5)
8(e). Lead in high melting temperature type solders (i.e. lead-based alloys containing 85 % by weight or more lead)	(1)	X(5)
8(f)(i). Lead in compliant pin connector systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	X(5)

8(f)(ii). Lead in compliant pin connector systems other than the mating area of vehicle harness connectors	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
8(g)(i). Lead in solders to complete a viable electrical connection between semiconductor die and carrier within integrated circuit flip chip packages	Vehicles type approved before 1 October 2022 and spare parts for such vehicles	X(5)
8(g)(ii). Lead in solders to complete a viable electrical connection between the semiconductor die and the carrier within integrated circuit flip chip packages where that electrical connection consists of any of the following: (1) a semiconductor technology node of 90 nm or larger; (2) a single die of 300 mm ² or larger in any semiconductor technology node; (3) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300mm ² or larger.	(1) Vehicles type-approved from 1 October 2022 and spare parts for such vehicles	X(5)
8(h). Lead in solder to attach heat spreaders to the heat sink in power semiconductor assemblies with a chip size of at least 1 cm ² of projection area and a nominal current density of at least 1 A/mm ² of silicon chip area	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(j). Lead in solders for soldering of laminated glazing	Vehicles type approved before 1 January 2020 and spare parts for such vehicles	X(5)
8(k). Soldering of heating applications with 0,5A or more of heat current per related solder joint to single panes of laminated glazings not exceeding wall thickness of 2,1 mm. This exemption does not cover soldering to contacts embedded in the intermediate polymer.	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
9. Valve seats	As spare parts for engine types developed before 1 July 2003	
10(a). Electrical and electronic components, which contain lead in a glass or ceramic, in a glass or ceramic matrix compound, in a glass-ceramic material, or in a glass-ceramic matrix compound. This exemption does not cover the use of lead in: (i) glass in bulbs and glaze of spark plugs, (ii) dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d).		X(6) (for components other than piezo in engines)

10(b). Lead in PZT based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors		
10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
10(d). Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	
11. Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for such vehicles	
12. Lead-containing thermoelectric materials in automotive electrical applications to reduce CO2 emissions by recuperation of exhaust heat	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
Hexavalent chromium		
13(a). Corrosion preventive coatings	As spare parts for vehicles placed on the market before 1 July 2007	
13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles placed on the market before 1 July 2008	
14. Hexavalent chromium as an anti-corrosion agent of the carbon steel cooling system in absorption refrigerators up to 0,75 % by weight in the cooling solution: (a) designed to operate fully or partly with electrical heater, having an average utilised electrical power input < 75W at constant running conditions; (b) designed to operate fully or partly with electrical heater, having an average utilised electrical power input ≥ 75W at constant running conditions; (c) designed to fully operate with non-electrical heater.	For (a): Vehicles type approved before 1 January 2020 and spare parts for such vehicles For (b): Vehicles type approved before 1 January 2026 and spare parts for such vehicles	X
Mercury		
15(a). Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
Cadmium		

16. Batteries for electric vehicles	As spare parts for vehicles placed on the market before 31 December 2008	

PUBLIC

Council Mandate Table 1

Homogenous materials, parts and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 5(4), point (d)
Lead as an alloying element		
1(a). Steel for machining purposes and batch hot dip galvanised steel components containing up to 0,35 % lead by weight		
1(b). Continuously galvanised steel sheet containing up to 0,35 % lead by weight	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2 % by weight	As spare parts for vehicles placed on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1,5 % by weight	As spare parts for vehicles placed on the market before 1 July 2008	
2(c)(i). Aluminium alloys for machining purposes with a lead content up to 0,4 % by weight	Vehicles type-approved before 1 January 2028 and spare parts for such vehicles	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0,4 % by weight (2)	(4)Vehicles type-approved before 1 January 2027 and spare parts for such vehicles	
2(c)(iii). Lead in aluminium casting alloys containing up to 0.3 % lead by weight provided that the lead stems from lead-bearing aluminium scrap recycling	Vehicles type-approved after 31 December 2026 and spare parts for these vehicles.	
3. Copper alloys containing up to 4 % lead by weight	(3)(1)	
4(a). Bearing shells and bushes	As spare parts for vehicles placed on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and air conditioning compressors	As spare parts for vehicles placed on the market before 1 July 2011	

Lead and lead compounds in components		
5(a). Lead in batteries used in high-voltage systems (4) that are used only for propulsion in M1 and N1 vehicles	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
5(b)(i). Lead in batteries: (1) used in 12 V applications (2) used in 24 V applications in special purpose vehicles as defined in Article 3 of Regulation (EU) 2018/858	(3)	X
5(b)(ii). Lead in batteries used in applications not included in entry 5(a) or entry 5(b)(i)	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X
6. Vibration dampers	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X
7(a). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles placed on the market before 1 July 2005	
7(b). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2006	
7(c). Bonding agents for elastomers in powertrain applications containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2009	
Lead in solders or coatings of electrical and electronic applications specified in the following subentries		
8(a). Lead in solders to attach electrical and electronic components to electronic circuit boards and lead in finishes on terminations of components other than electrolyte aluminium capacitors, on component pins and on electronic circuit boards	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X ~~(5)~~ (3)
8(b). Lead in solders in electrical applications other than soldering on electronic circuit boards or on glass	Vehicles type approved before 1 January 2011 and spare parts for such vehicles	X ~~(5)~~ (3)
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type approved before 1 January 2013 and spare parts for such vehicles	X ~~(5)~~ (3)

8(d). Lead used in soldering on glass in mass airflow sensors	Vehicles type approved before 1 January 2015 and spare parts of such vehicles	X ~~(5)~~ (3)
8(e). Lead in high melting temperature type solders (i.e. lead-based alloys containing 85 % by weight or more lead)	(1)	X ~~(5)~~ (3)
8(f)(i). Lead in compliant pin connector systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	X ~~(5)~~ (3)
8(f)(ii). Lead in compliant pin connector systems other than the mating area of vehicle harness connectors	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X ~~(5)~~ (3)
8(g)(i). Lead in solders to complete a viable electrical connection between semiconductor die and carrier within integrated circuit flip chip packages	Vehicles type approved before 1 October 2022 and spare parts for such vehicles	X ~~(5)~~ (3)
8(g)(ii). Lead in solders to complete a viable electrical connection between the semiconductor die and the carrier within integrated circuit flip chip packages where that electrical connection consists of any of the following: (1) a semiconductor technology node of 90 nm or larger; (2) a single die of 300 mm ² or larger in any semiconductor technology node; (3) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300mm ² or larger.	(1) Vehicles type-approved from 1 October 2022 before 1 January 2030 and spare parts for such vehicles	X ~~(5)~~ (3)
8(h). Lead in solder to attach heat spreaders to the heat sink in power semiconductor assemblies with a chip size of at least 1 cm ² of projection area and a nominal current density of at least 1 A/mm ² of silicon chip area	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X ~~(5)~~ (3)
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X ~~(5)~~ (3)
8(j). Lead in solders for soldering of laminated glazing	Vehicles type approved before 1 January 2020 and spare parts for such vehicles	X ~~(5)~~ (3)
8(k). Soldering of heating applications with 0,5A or more of heat current per related solder joint to single panes of laminated glazings not exceeding wall thickness of 2,1 mm. This exemption does not cover soldering to contacts embedded in the intermediate polymer.	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X ~~(5)~~ (3)
9. Valve seats	As spare parts for engine types developed before 1 July 2003	

10(a). Electrical and electronic components, which contain lead in a glass or ceramic, in a glass or ceramic matrix compound, in a glass-ceramic material, or in a glass-ceramic matrix compound. This exemption does not cover the use of lead in: (i) glass in bulbs and glaze of spark plugs, (ii) dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d).		X ~~(6)~~ (4) (for components other than piezo in engines)
10(b). Lead in PZT based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors		
10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
10(d). Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	
11. Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for such vehicles	
12. Lead-containing thermoelectric materials in automotive electrical applications to reduce CO2 emissions by recuperation of exhaust heat	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
Hexavalent chromium		
13(a). Corrosion preventive coatings	As spare parts for vehicles placed on the market before 1 July 2007	
13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles placed on the market before 1 July 2008	
14. Hexavalent chromium as an anti-corrosion agent of the carbon steel cooling system in absorption refrigerators up to 0,75 % by weight in the cooling solution: (a) designed to operate fully or partly with electrical heater, having an average utilised electrical power input < 75W at constant running conditions; (b) designed to operate fully or partly with electrical heater, having an average utilised electrical power input ≥ 75W at constant running conditions; (c) designed to fully operate with non-electrical heater.	For (a): Vehicles type approved before 1 January 2020 and spare parts for such vehicles For (b): Vehicles type approved before 1 January 2026 and spare parts for such vehicles	X
Mercury		

15(a). Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
Cadmium		
~~16. Batteries for electric vehicles~~	~~As spare parts for vehicles placed on the market before 31 December 2008~~	

Draft Agreement Table 1

Homogenous materials, parts and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 5(4), point (d)
Lead as an alloying element		
1(a). Steel for machining purposes and batch hot dip galvanised steel components containing up to 0,35 % lead by weight		
1(b). Continuously galvanised steel sheet containing up to 0,35 % lead by weight	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2 % by weight	As spare parts for vehicles placed on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1,5 % by weight	As spare parts for vehicles placed on the market before 1 July 2008	
2(c)(i). Aluminium alloys for machining purposes with a lead content up to 0,4 % by weight	Vehicles type-approved before 1 January 2028 and spare parts for such vehicles	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0,4 % by weight (2)	(1)	
3. Copper alloys containing up to 4 % lead by weight	(3)	
4(a). Bearing shells and bushes	As spare parts for vehicles placed on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and air conditioning compressors	As spare parts for vehicles placed on the market before 1 July 2011	
Lead and lead compounds in components		
5(a). Lead in batteries used in high-voltage systems (4) that are used only for propulsion in M1 and N1 vehicles	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X

5(b)(i). Lead in batteries: (1) used in 12 V applications (2) used in 24 V applications in special purpose vehicles as defined in Article 3 of Regulation (EU) 2018/858	(3)	X
5(b)(ii). Lead in batteries used in applications not included in entry 5(a) or entry 5(b)(i)	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X
6. Vibration dampers	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X
7(a). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles placed on the market before 1 July 2005	
7(b). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2006	
7(c). Bonding agents for elastomers in powertrain applications containing up to 0,5 % lead by weight	As spare parts for vehicles placed on the market before 1 July 2009	
8(a). Lead in solders to attach electrical and electronic components to electronic circuit boards and lead in finishes on terminations of components other than electrolyte aluminium capacitors, on component pins and on electronic circuit boards	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(b). Lead in solders in electrical applications other than soldering on electronic circuit boards or on glass	Vehicles type approved before 1 January 2011 and spare parts for such vehicles	X(5)
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type approved before 1 January 2013 and spare parts for such vehicles	X(5)
8(d). Lead used in soldering on glass in mass airflow sensors	Vehicles type approved before 1 January 2015 and spare parts of such vehicles	X(5)
8(e). Lead in high melting temperature type solders (i.e. lead-based alloys containing 85 % by weight or more lead)	(1)	X(5)
8(f)(i). Lead in compliant pin connector systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	X(5)

8(f)(ii). Lead in compliant pin connector systems other than the mating area of vehicle harness connectors	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
8(g)(i). Lead in solders to complete a viable electrical connection between semiconductor die and carrier within integrated circuit flip chip packages	Vehicles type approved before 1 October 2022 and spare parts for such vehicles	X(5)
8(g)(ii). Lead in solders to complete a viable electrical connection between the semiconductor die and the carrier within integrated circuit flip chip packages where that electrical connection consists of any of the following: (1) a semiconductor technology node of 90 nm or larger; (2) a single die of 300 mm ² or larger in any semiconductor technology node; (3) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300mm ² or larger.	(1) Vehicles type-approved from 1 October 2022 and spare parts for such vehicles	X(5)
8(h). Lead in solder to attach heat spreaders to the heat sink in power semiconductor assemblies with a chip size of at least 1 cm ² of projection area and a nominal current density of at least 1 A/mm ² of silicon chip area	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	X(5)
8(j). Lead in solders for soldering of laminated glazing	Vehicles type approved before 1 January 2020 and spare parts for such vehicles	X(5)
8(k). Soldering of heating applications with 0,5A or more of heat current per related solder joint to single panes of laminated glazings not exceeding wall thickness of 2,1 mm. This exemption does not cover soldering to contacts embedded in the intermediate polymer.	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X(5)
9. Valve seats	As spare parts for engine types developed before 1 July 2003	
10(a). Electrical and electronic components, which contain lead in a glass or ceramic, in a glass or ceramic matrix compound, in a glass-ceramic material, or in a glass-ceramic matrix compound. This exemption does not cover the use of lead in: (i) glass in bulbs and glaze of spark plugs, (ii) dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d).		X(6) (for components other than piezo in engines)

10(b). Lead in PZT based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors		
10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	
10(d). Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	
11. Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for such vehicles	
12. Lead-containing thermoelectric materials in automotive electrical applications to reduce CO2 emissions by recuperation of exhaust heat	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
Hexavalent chromium		
13(a). Corrosion preventive coatings	As spare parts for vehicles placed on the market before 1 July 2007	
13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles placed on the market before 1 July 2008	
14. Hexavalent chromium as an anti-corrosion agent of the carbon steel cooling system in absorption refrigerators up to 0,75 % by weight in the cooling solution: (a) designed to operate fully or partly with electrical heater, having an average utilised electrical power input < 75W at constant running conditions; (b) designed to operate fully or partly with electrical heater, having an average utilised electrical power input ≥ 75W at constant running conditions; (c) designed to fully operate with non-electrical heater.	For (a): Vehicles type approved before 1 January 2020 and spare parts for such vehicles For (b): Vehicles type approved before 1 January 2026 and spare parts for such vehicles	X
Mercury		
15(a). Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
Cadmium		

16. Batteries for electric vehicles	As spare parts for vehicles placed on the market before 31 December 2008	

PUBLIC

Council Mandate Table 1a

1.	The establishment or undertaking issuing this certificate
1.1	Name
1.2	Address
1.3	Phone number
1.4	E-Mail [if available]
1.5	Registration or identification number*
2.	Competent authority who issued a permit for the establishment or undertaking mentioned in point 1
2.1	Member State
2.2	Name
2.3	Address
3.	Certificate of destruction
3.1	Date of issue
3.2	Number
4.	Information on the vehicle this certificate of destruction is issued for
4.1	Nationality mark
4.2	(A) Registration number**
4.3	(J) Category**
4.4	(D.1) Make**
4.5	(D.3) Commercial name**
4.6	(E) Vehicle Identification Number**
4.7	Number of registration certificate
5.	Information on the owner of the vehicle
5.1	(C.2.1) Surname or business name**

5.2	(C.2.2) Other name(s) **
5.3	(C.2.3) Address**
5.4	Phone number
5.5	E-Mail [if available]
6	Remarks
	* This requirement may be waived in the case where the national registration or identification system does not provide for such number. ** Harmonised community codes as referred to in Directive 1999/37/EC.

Commission Proposal Table

G13	Circularity	Regulation [PO enter the number of this Regulation]	X			X							

EP Mandate Table

G13	Circularity	Regulation [PO enter the number of this Regulation]	X			X							

Council Mandate Table

G13	Circularity	Regulation [PO enter the number of this Regulation]	X	X	X	X	X	X	X	X	X	X		

Draft Agreement Table

G13	Circularity	Regulation [PO enter the number of this Regulation]	X			X							

Commission Proposal Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

EP Mandate Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Council Mandate Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Draft Agreement Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Commission Proposal Table

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EP Mandate Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Council Mandate Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Draft Agreement Table

'G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.

Commission Proposal Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

EP Mandate Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Council Mandate Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Draft Agreement Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Commission Proposal Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

EP Mandate Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Council Mandate Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Draft Agreement Table

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.

Commission Proposal Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A	N/A		

EP Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A	N/A		

Council Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A	N/A		

Draft Agreement Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A	N/A		

Commission Proposal Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

EP Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Council Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Draft Agreement Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Commission Proposal Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A

EP Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A

Council Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A

Draft Agreement Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A

Commission Proposal Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

EP Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Council Mandate Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Draft Agreement Table

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A				N/A				

Commission Proposal Table 2

Directive 2000/53/EC	This Regulation
Article 1	Article 1
Article 2(1)	Article 3(1) point (1)
Article 2(2)	Article 3(1) point (2)
Article 2(3)	Article 3(1) point (22)
Article 2(4)	Article 3(2) point (a)
Article 2(5)	Article 3(1) point (16)
Article 2(6)	Article 3(1) point (5)
Article 2(7)	Article 3(2) point (a)
Article 2(8)	Article 3(2) point (a)
Article 2(9)	Article 3(2) point (a)
Article 2(10)	Article 3(1) point (35)
Article 2(11)	-
Article 2(11) point (a)	-
Article 2(11) point (b)	-
Article 2(11) point (c)	-
Article 2(11) point (d)	-
Article 2(12)	-
Article 2(13)	-
Article 3(1)	Article 2(1) point (a)
Article 3(2)	-
Article 3(3)	-
Article 3(4)	Article 2(2) point (a) and paragraph (5)

Article 3(5)	Article 2(1) point (c) and paragraph (5) and (6)
Article 4(1) point (a)	Article 5(1)
Article 4(1) point (b)	Article 7(1)
Article 4(1) point (c)	Article 6
Article 4(2) point (a)	Article 5(2) and (3)
Article 4(2) point (b)(i)	Article 5(4)(a)
Article 4(2) point (b)(ii)	Article 5(4)(b)
Article 4(2) point (b)(iii)	Article 5(4)(c)
Article 4(2) point (b)(iv)	Article 5(4)(d)
Article 4(2) point (c)	--
Article 5(1), first tiret	Article 23(1) and (2) point (c)
Article 5(1), second tiret	Article 23(2) point (b)
Article 5(2)	Article 23(4) sub-paragraphs 1 and 2 point (c)
Article 5(3), first subparagraph	Article 25
Article 5(3), second subparagraph	--
Article 5(3), third subparagraph	--
Article 5(4), first subparagraph	Article 24(2)
Article 5(4), second subparagraph	Article 16 and 20(1)(a)
Article 5(4), third subparagraph	Article 24(2)
Article 5(4), fourth subparagraph	--
Article 5(5), first subparagraph	Article 25(1) and Annex IX
Article 5(5), second subparagraph	Article 25(5)
Article 6(1)	Article 27 (1) and (3)
Article 6(2), first subparagraph	Article 15(1)
Article 6(2), second subparagraph	--
Article 6(3), first subparagraph	Article 30(1) and Annex VII Part C

Article 6(3), second subparagraph	Article 29(1)
Article 6(4)	Article 15(2)
Article 6(5)	Article 27(5)
Article 6(6)	Article 27(4)
Article 7(1)	Article 33(1)
Article 7(2) point (a)	--
Article 7(2) point (b)	Article 34(1) points (a) and (b)
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Article 7(2), third subparagraph	Article 49(5)
Article 7(3)	--
Article 7(4)	--
Article 7(5)	--
Article 8(1)	Article 12(1)
Article 8(2)	Article 12(3)
Article 8(3)	Article 11(1)
Article 8(4)	Article 11(1) and (2)
Article 9(1a), first subparagraph	Article 49(1) point (j)
Article 9(1a), second subparagraph	Article 49(1) second sub-paragraph
Article 9(1a), third subparagraph	Article 49(1) third sub-paragraph
Article 9(1b)	Article 49(2)
Article 9(1c)	--
Article 9(1d)	Article 49(5)
Article 9(2)	Article 9
Article 9a(1)	Article 50(1)
Article 9a(2)	Article 50(2)
Article 9a(3)	Article 50(3)

Article 9a(4)	Article 50(4)
Article 9a(5)	Article 50(5)
Article 9a(6)	Article 50(6)
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10a	Article 55
Article 11(1)	Article 51(1)
Article 11(2)	Article 51(2)
Article 12(1)	Article 57(1)
Article 12(2)	Article 57(2)
Article 12(3)	--
Article 13	--
Annex I	Annex VII
Annex II	Annex III

EP Mandate Table 2

Directive 2000/53/EC	This Regulation
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Article 2(1)	Article 3(1) point (1)
Article 2(2)	Article 3(1) point (2)
Article 2(3)	Article 3(1) point (22)
Article 2(4)	Article 3(2) point (a)
Article 2(5)	Article 3(1) point (16)
Article 2(6)	Article 3(1) point (5)
Article 2(7)	Article 3(2) point (a)
Article 2(8)	Article 3(2) point (a)
Article 2(9)	Article 3(2) point (a)
Article 2(10)	Article 3(1) point (35)
Article 2(11)	-
Article 2(11) point (a)	-
Article 2(11) point (b)	-
Article 2(11) point (c)	-
Article 2(11) point (d)	-
Article 2(12)	-
Article 2(13)	-
Article 3(1)	Article 2(1) point (a)
Article 3(2)	-
Article 3(3)	-
Article 3(4)	Article 2(2) point (a) and paragraph (5)

Article 3(5)	Article 2(1) point (c) and paragraph (5) and (6)
Article 4(1) point (a)	Article 5(1)
Article 4(1) point (b)	Article 7(1)
Article 4(1) point (c)	Article 6
Article 4(2) point (a)	Article 5(2) and (3)
Article 4(2) point (b)(i)	Article 5(4)(a)
Article 4(2) point (b)(ii)	Article 5(4)(b)
Article 4(2) point (b)(iii)	Article 5(4)(c)
Article 4(2) point (b)(iv)	Article 5(4)(d)
Article 4(2) point (c)	--
Article 5(1), first tiret	Article 23(1) and (2) point (c)
Article 5(1), second tiret	Article 23(2) point (b)
Article 5(2)	Article 23(4) sub-paragraphs 1 and 2 point (c)
Article 5(3), first subparagraph	Article 25
Article 5(3), second subparagraph	--
Article 5(3), third subparagraph	--
Article 5(4), first subparagraph	Article 24(2)
Article 5(4), second subparagraph	Article 16 and 20(1)(a)
Article 5(4), third subparagraph	Article 24(2)
Article 5(4), fourth subparagraph	--
Article 5(5), first subparagraph	Article 25(1) and Annex IX
Article 5(5), second subparagraph	Article 25(5)
Article 6(1)	Article 27 (1) and (3)
Article 6(2), first subparagraph	Article 15(1)
Article 6(2), second subparagraph	--
Article 6(3), first subparagraph	Article 30(1) and Annex VII Part C

Article 6(3), second subparagraph	Article 29(1)
Article 6(4)	Article 15(2)
Article 6(5)	Article 27(5)
Article 6(6)	Article 27(4)
Article 7(1)	Article 33(1)
Article 7(2) point (a)	--
Article 7(2) point (b)	Article 34(1) points (a) and (b)
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Article 7(2), third subparagraph	Article 49(5)
Article 7(3)	--
Article 7(4)	--
Article 7(5)	--
Article 8(1)	Article 12(1)
Article 8(2)	Article 12(3)
Article 8(3)	Article 11(1)
Article 8(4)	Article 11(1) and (2)
Article 9(1a), first subparagraph	Article 49(1) point (j)
Article 9(1a), second subparagraph	Article 49(1) second sub-paragraph
Article 9(1a), third subparagraph	Article 49(1) third sub-paragraph
Article 9(1b)	Article 49(2)
Article 9(1c)	--
Article 9(1d)	Article 49(5)
Article 9(2)	Article 9
Article 9a(1)	Article 50(1)
Article 9a(2)	Article 50(2)
Article 9a(3)	Article 50(3)

Article 9a(4)	Article 50(4)
Article 9a(5)	Article 50(5)
Article 9a(6)	Article 50(6)
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10a	Article 55
Article 11(1)	Article 51(1)
Article 11(2)	Article 51(2)
Article 12(1)	Article 57(1)
Article 12(2)	Article 57(2)
Article 12(3)	--
Article 13	--
Annex I	Annex VII
Annex II	Annex III

Council Mandate Table 2

Directive 2000/53/EC	This Regulation
Article 1	Article 1
Article 2(1)	Article 3(1) point (1)
Article 2(2)	Article 3(1) point (2)
Article 2(3)	Article 3(1) point (22)
Article 2(4)	Article 3(2) point (a)
Article 2(5)	Article 3(1) point (16)
Article 2(6)	Article 3(1) point (5)
Article 2(7)	Article 3(2) point (a)
Article 2(8)	Article 3(2) point (a)
Article 2(9)	Article 3(2) point (a)
Article 2(10)	Article 3(1) point (35)
Article 2(11)	-
Article 2(11) point (a)	-
Article 2(11) point (b)	-
Article 2(11) point (c)	-
Article 2(11) point (d)	-
Article 2(12)	-
Article 2(13)	-
Article 3(1)	Article 2(1) point (a)
Article 3(2)	-
Article 3(3)	-
Article 3(4)	Article 2(2) point (a) and paragraph (5)

Article 3(5)	Article 2(1) point (c) and paragraph (5) and (6)
Article 4(1) point (a)	Article 5(1)
Article 4(1) point (b)	Article 7(1)
Article 4(1) point (c)	Article 6
Article 4(2) point (a)	Article 5(2) and (3)
Article 4(2) point (b)(i)	Article 5(4)(a)
Article 4(2) point (b)(ii)	Article 5(4)(b)
Article 4(2) point (b)(iii)	Article 5(4)(c)
Article 4(2) point (b)(iv)	Article 5(4)(d)
Article 4(2) point (c)	--
Article 5(1), first tiret	Article 23(1) and (2) point (c)
Article 5(1), second tiret	Article 23(2) point (b)
Article 5(2)	Article 23(4) sub-paragraphs 1 and 2 point (c)
Article 5(3), first subparagraph	Article 25
Article 5(3), second subparagraph	--
Article 5(3), third subparagraph	--
Article 5(4), first subparagraph	Article 24(2)
Article 5(4), second subparagraph	Article 16 and 20(1)(a)
Article 5(4), third subparagraph	Article 24(2)
Article 5(4), fourth subparagraph	--
Article 5(5), first subparagraph	Article 25(1) and Annex IX
Article 5(5), second subparagraph	Article 25(5)
Article 6(1)	Article 27 (1) and (3)
Article 6(2), first subparagraph	Article 15(1)
Article 6(2), second subparagraph	--
Article 6(3), first subparagraph	Article 30(1) and Annex VII Part C

Article 6(3), second subparagraph	Article 29(1)
Article 6(4)	Article 15(2)
Article 6(5)	Article 27(5)
Article 6(6)	Article 27(4)
Article 7(1)	Article 33(1)
Article 7(2) point (a)	--
Article 7(2) point (b)	Article 34(1) points (a) and (b)
Article 7(2), second subparagraph	--
Article 7(2), third subparagraph	Article 49(5)
Article 7(3)	--
Article 7(4)	--
Article 7(5)	--
Article 8(1)	Article 12(1)
Article 8(2)	Article 12(3)
Article 8(3)	Article 11(1)
Article 8(4)	Article 11(1) and (2)
Article 9(1a), first subparagraph	Article 49(1) point (j)
Article 9(1a), second subparagraph	Article 49(1) second sub-paragraph
Article 9(1a), third subparagraph	Article 49(1) third sub-paragraph
Article 9(1b)	Article 49(2)
Article 9(1c)	--
Article 9(1d)	Article 49(5)
Article 9(2)	Article 9
Article 9a(1)	Article 50(1)
Article 9a(2)	Article 50(2)
Article 9a(3)	Article 50(3)

Article 9a(4)	Article 50(4)
Article 9a(5)	Article 50(5)
Article 9a(6)	Article 50(6)
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10a	Article 55
Article 11(1)	Article 51(1)
Article 11(2)	Article 51(2)
Article 12(1)	Article 57(1)
Article 12(2)	Article 57(2)
Article 12(3)	--
Article 13	--
Annex I	Annex VII
Annex II	Annex III

Commission Proposal Table 3

Directive 2005/64/EC	This Regulation
Article 1, first subparagraph	Article 1
Article 1, second subparagraph	--
Article 2	Article 2(1) point (a)
Article 3 point (a)	Article 2(2) point (a)
Article 3 point (b)	Article 2(2) point (b)
Article 3 point (c)	Article 2(2) point (c)
Article 4(1)	Article 3(1) point (1)
Article 4(2)	Article 3(2) point (b)
Article 4(3)	Article 3(1) point (3)
Article 4(4)	Article 3(1) point (2)
Article 4(5)	Annex II
Article 4(6)	Article 3(2) point (b) in combination with Article 3(1) point (1)
Article 4(7)	Article 3(2) point (b)
Article 4(8)	Article 3(2) point (b)
Article 4(9)	Article 3(1) point (5)
Article 4(10)	Article 3(2) point (a)
Article 4(11)	--
Article 4(12)	Article 3(2) point (a)
Article 4(13)	Article 3(1) point (4)
Article 4(14)	Article 3(1) point (6)
Article 4(15)	Article 3(1) point (7)
Article 4(16)	--

Article 4(17)	--
Article 4(18)	Article 9
Article 4(19)	--
Article 4(20)	--
Article 5(1)	--
Article 5(2)	Article 8(1) second sentence
Article 5(3)	Article 8(4)
Article 5(4)	Article 24
Article 6(1)	Article 4(2)
Article 6(2), second subparagraph	Article 5(8)
Article 6(3)	Article 11
Article 6(4)	--
Article 6(5)	--
Article 6(6)	--
Article 6(7)	--
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Article 7 point (a)	Annex VII Part E
Article 7 point (b)	Annex VII Part E
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Article 9	--
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Article 10(3)	--
Article 10(3)	--
Article 10(4)	--
Article 11(1)	--

Article 11(2)	--
Article 12	--
Article 13	--
Annex I	Article 4 (1)
Annex II	--
Annex III	--
Annex VII	--
Annex V	Annex VII Part E
Annex VI	--

EP Mandate Table 3

Directive 2005/64/EC	This Regulation
Article 1, first subparagraph	Article 1
Article 1, second subparagraph	--
Article 2	Article 2(1) point (a)
Article 3 point (a)	Article 2(2) point (a)
Article 3 point (b)	Article 2(2) point (b)
Article 3 point (c)	Article 2(2) point (c)
Article 4(1)	Article 3(1) point (1)
Article 4(2)	Article 3(2) point (b)
Article 4(3)	Article 3(1) point (3)
Article 4(4)	Article 3(1) point (2)
Article 4(5)	Annex II
Article 4(6)	Article 3(2) point (b) in combination with Article 3(1) point (1)
Article 4(7)	Article 3(2) point (b)
Article 4(8)	Article 3(2) point (b)
Article 4(9)	Article 3(1) point (5)
Article 4(10)	Article 3(2) point (a)
Article 4(11)	--
Article 4(12)	Article 3(2) point (a)
Article 4(13)	Article 3(1) point (4)
Article 4(14)	Article 3(1) point (6)
Article 4(15)	Article 3(1) point (7)
Article 4(16)	--

Article 4(17)	--
Article 4(18)	Article 9
Article 4(19)	--
Article 4(20)	--
Article 5(1)	--
Article 5(2)	Article 8(1) second sentence
Article 5(3)	Article 8(4)
Article 5(4)	Article 24
Article 6(1)	Article 4(2)
Article 6(2), second subparagraph	Article 5(8)
Article 6(3)	Article 11
Article 6(4)	--
Article 6(5)	--
Article 6(6)	--
Article 6(7)	--
Article 6(8)	--
Article 7 point (a)	Annex VII Part E
Article 7 point (b)	Annex VII Part E
Article 8	--
Article 9	--
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10(3)	--
Article 10(4)	--
Article 11(1)	--

Article 11(2)	--
Article 12	--
Article 13	--
Annex I	Article 4 (1)
Annex II	--
Annex III	--
Annex VII	--
Annex V	Annex VII Part E
Annex VI	--

Council Mandate Table 3

Directive 2005/64/EC	This Regulation
Article 1, first subparagraph	Article 1
Article 1, second subparagraph	--
Article 2	Article 2(1) point (a)
Article 3 point (a)	Article 2(2) point (a)
Article 3 point (b)	Article 2(2) point (b)
Article 3 point (c)	Article 2(2) point (c)
Article 4(1)	Article 3(1) point (1)
Article 4(2)	Article 3(2) point (b)
Article 4(3)	Article 3(1) point (3)
Article 4(4)	Article 3(1) point (2)
Article 4(5)	Annex II
Article 4(6)	Article 3(2) point (b) in combination with Article 3(1) point (1)
Article 4(7)	Article 3(2) point (b)
Article 4(8)	Article 3(2) point (b)
Article 4(9)	Article 3(1) point (5)
Article 4(10)	Article 3(2) point (a)
Article 4(11)	--
Article 4(12)	Article 3(2) point (a)
Article 4(13)	Article 3(1) point (4)
Article 4(14)	Article 3(1) point (6)
Article 4(15)	Article 3(1) point (7)
Article 4(16)	--

Article 4(17)	--
Article 4(18)	Article 9
Article 4(19)	--
Article 4(20)	--
Article 5(1)	--
Article 5(2)	Article 8(1) second sentence
Article 5(3)	Article 8(4)
Article 5(4)	Article 24
Article 6(1)	Article 4(2)
Article 6(2), second subparagraph	Article 5(8)
Article 6(3)	Article 11
Article 6(4)	--
Article 6(5)	--
Article 6(6)	--
Article 6(7)	--
Article 6(8)	--
Article 7 point (a)	Annex VII Part E
Article 7 point (b)	Annex VII Part E
Article 8	--
Article 9	--
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10(3)	--
Article 10(4)	--
Article 11(1)	--

Article 11(2)	--
Article 12	--
Article 13	--
Annex I	Article 4 (1)
Annex II	--
Annex III	--
Annex VII	--
Annex V	Annex VII Part E
Annex VI	--

Draft Agreement Table 3

Directive 2005/64/EC	This Regulation
Article 1, first subparagraph	Article 1
Article 1, second subparagraph	--
Article 2	Article 2(1) point (a)
Article 3 point (a)	Article 2(2) point (a)
Article 3 point (b)	Article 2(2) point (b)
Article 3 point (c)	Article 2(2) point (c)
Article 4(1)	Article 3(1) point (1)
Article 4(2)	Article 3(2) point (b)
Article 4(3)	Article 3(1) point (3)
Article 4(4)	Article 3(1) point (2)
Article 4(5)	Annex II
Article 4(6)	Article 3(2) point (b) in combination with Article 3(1) point (1)
Article 4(7)	Article 3(2) point (b)
Article 4(8)	Article 3(2) point (b)
Article 4(9)	Article 3(1) point (5)
Article 4(10)	Article 3(2) point (a)
Article 4(11)	--
Article 4(12)	Article 3(2) point (a)
Article 4(13)	Article 3(1) point (4)
Article 4(14)	Article 3(1) point (6)
Article 4(15)	Article 3(1) point (7)
Article 4(16)	--

Article 4(17)	--
Article 4(18)	Article 9
Article 4(19)	--
Article 4(20)	--
Article 5(1)	--
Article 5(2)	Article 8(1) second sentence
Article 5(3)	Article 8(4)
Article 5(4)	Article 24
Article 6(1)	Article 4(2)
Article 6(2), second subparagraph	Article 5(8)
Article 6(3)	Article 11
Article 6(4)	--
Article 6(5)	--
Article 6(6)	--
Article 6(7)	--
Article 6(8)	--
Article 7 point (a)	Annex VII Part E
Article 7 point (b)	Annex VII Part E
Article 8	--
Article 9	--
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10(3)	--
Article 10(4)	--
Article 11(1)	--

Article 11(2)	--
Article 12	--
Article 13	--
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Annex V	Annex VII Part E
Annex VI	--

Council Mandate Table 3a

Column 1 Designation of the substance or group of substances	Column 2 Conditions of restriction
Mercury CAS No 7439-97-6 EC No 231-106-7 and its compounds	Batteries, whether or not incorporated into appliances, light means of transport or other vehicles, shall not contain more than 0,0005 % of mercury (expressed as mercury metal) by weight.
2. Cadmium CAS No 7440-43-9 EC No 231-152-8 and its compounds	1. Portable batteries, whether or not incorporated into appliances, light means of transport or other vehicles, shall not contain more than 0,002 % of cadmium (expressed as cadmium metal) by weight. 2. Electric vehicle and SLI batteries, incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 shall not contain more than 0,01% of cadmium (expressed as cadmium metal) by weight in homogeneous material. 3. Point 2 shall not apply to electric vehicle batteries used as spare parts for electric vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 placed on the market before 31 December 2008.
3. Lead CAS No 7439-92-1 EC No 231-100-4 and its compounds	1. From 18 August 2024, portable batteries, whether or not incorporated into appliances, shall not contain more than 0,01 % of lead (expressed as lead metal) by weight. 2. The restriction set out in point 1 shall not apply to portable zinc-air button cells until 18 August 2028. 3. Portable batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in homogeneous material. 4. Point 3 shall not apply to Portable Batteries incorporated in, or used as spare parts for, vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, type approved before 1 January 2024. 5. Electric vehicle batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in homogeneous material. 6. Point 5 shall not apply to: Electric vehicle batteries incorporated in, or used as spare part for, in vehicles of the categories M1 and N1, as defined in Regulation (EU) 2018/858 and type approved before 1 January 2019 Electric vehicle batteries incorporated in or used as spare part for, special purpose vehicles of the categories M1 and N1, as defined in Regulation (EU) 2018/858, and type approved before 1 January 2024 7. SLI batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in

	homogeneous material. 8. Point 7 shall not apply to: (i) SLI batteries used in 12 V applications for vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858.1 (ii) SLI batteries used in 24 V applications in special purpose vehicles of the categories M1 and N1 as defined in Regulation (EU) 2018/858.2 (iii) SLI batteries used in other applications than the one covered by points 8(i) and (ii) in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 that are typed approved before 1 January 2024.
4. Hexavalent chromium CAS No 18540-29-9EC No 606-053-1 and its compounds	Batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of hexavalent chromium (expressed as hexavalent chromium metal) by weight in homogeneous material.

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1. This exemption shall be reviewed in 2030
2. This exemption shall be reviewed in 2030