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WK 3894/2025 INIT

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CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on the Environment
N° Cion doc.:	11888/23 + ADD 1 to ADD 7 + ADD 8 REV 1
Subject:	End-of-Life Vehicles Regulation: Follow-up to the WPE on 13 March 2025 – comments from delegations

Following the call for comments on the above set out with WK 3474/2025, delegations will find attached comments received from the BE, CZ, DE, EE, ES, FI, HR, IE, HU, NL, LU, LV, AT, SE, SI and SK delegations.

WK 3894/2025 INIT

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EN

Member State	Question No	Reference Art	Question
Belgium	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)

	2	Article 6	<p>Which of the following options do Member States agree with regarding the regime for post-consumer waste:</p> <p>a)The PPWR based approach;</p> <p>b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;</p>
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3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
4		Which option do the MS prefer regarding the multi-stage approvals?

5	Article 2	Do the MS agree with the inclusion of individual approvals?
6	Article 22	Which option do the Member States prefer regarding article 22?
7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?

8	Article 16, 17, recital 37	Do Member States accept the additions?
9	Article 19	Do Member States agree with the proposed amendments in Article 19?
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?
additional question	article 13	Can Member States accept circularity vehicle passport with new wording?
additional comments on cluster EPR	article 20(2)	Article 20(2) on monitoring the average costs by the member states.
additional comments on cluster EPR	editorial comments	Change of the term 'appointed representative' into 'authorised representative'

MS position	MS Comments
Object	No, the proposed amendment allows too much time for repairs, increasing the risk of loopholes. Belgium would like to keep it at 2 years, if necessary to find a compromise we can also agree with 3 years. Moreover, we find it crucial to add a maximum total repair time. We believe 6 years is more than sufficient.

Belgium is more in favor of option a), the PPWR based approach, but we still have some reservations about the proposed changes to Article 6.

We do not favor option b) because we find a list of countries too broad; we believe that each recycling site should be assessed individually to determine if it can be included. Moreover, the proposed additional provision in option b) is not in line with the export ban in the WSR for non-hazardous plastics to non-OECD countries, which will take effect from November 2026.

Belgium has following remarks on the text proposal for option a):

- In article 6(2)(b), where the text of the PPWR has been adopted concerning emissions and environmental conditions as determined in Directive 2010/75, the last part of this provision in the PPWR has not been included in the ELVR. This part is valuable to us: it makes it clearer. Can following part of the PPWR also be added to article 6(2)(b)?

Text proposal amending Article 6(2)(b):

*“(…) and those rules are equivalent to those concerning emissions limits and environmental performance levels established in accordance with Directive 2010/75/EU **that are applicable to an installation located in the Union carrying out the same activity; that condition shall apply only in the case where those limits and levels would be applicable to an installation located in the Union and carrying out the same activity as an analogous installation located in the third country** .»*

- In Article 6(2b), the literal text of the PPWR has been adopted. This refers to the 'technical information' in which manufacturers or importers must demonstrate compliance. For vehicles, we believe that this technical information should include a concrete reference to the type approval legislation, as is done e.g. in ELVR in Article 8(2)(a).

	<ul style="list-style-type: none"> • In Article 6(2f), the temporary individual exemption remains provided in the text. We reiterate our position that it is not a good idea to provide exemptions, but rather that the target should be adjusted to ensure a minimum remains and a level EU playing field is maintained. The conditions for lowering the target should also be formulated more strictly, following the example of the PPWR. In the PPWR the text explicitly states that the Commission will only establish a delegated act in exceptional cases if there are serious adverse effects on human health or the environment. This is an important condition for us. <p><i>Text proposal amending Article 6(2f):</i></p> <p><i>“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 of this Article excessively difficult, the Commission shall be empowered to adopt a delegated act in accordance with Article 50 to supplement this paragraph by laying down derogations to adjust the minimum percentages of the recycled plastic content targets. The Commission shall adopt such a delegated act only in exceptional cases where there would be severe adverse effects for human health or the environment.”</i></p>
<p>Scrutiny</p>	<p>Belgium has some reservations about including L1- and L2-category vehicles. We would first like to know how to deal with the arguments of the Commission why they are not in favor, as explained at the WPE. We certainly have reservations for vehicles of category L1eA given that these are electric bicycles. An impact analysis seems to be necessary before including L1- and L2-categories. We propose to add a review clause so that the Commission, after a couple of years of operation with the already included scope extensions, conducts an impact assessment to then consider whether to include L1- and/or L2-category vehicles in the scope and for which (amended) obligations.</p>
<p>Neutral</p>	<p>We have no strong preference. The option to designate the manufacturer of the base vehicle seems to offer more advantages.</p>

In favor	Yes, the same obligations should apply to both individual approvals and type approvals.
	<p>Certainly not option 1. Option 2 is better than option 1, but we also have remarks on option 2.</p> <p>We do certainly not favor option 1 because the producer is defined as an EU-wide producer. This is in contradict with the national EPR systems. For the implementation of the EPR, it must concern a producer who places vehicles on the market in the territory of the member state.</p> <p>We find option 2 still not clear enough regarding who bears the responsibility and costs.</p>
In favor	<p>Yes, for the implementation of Article 22, but also for all the other Articles on EPR, we still have issues with the definition of producer. It must always be clear who the producer of a particular vehicle is; otherwise, it is unclear who must fulfill the EPR obligations and pay the EPR fee. Also considering a producer multiple times as a producer in different countries for the same vehicle, leads to unclarity regarding the payment of the EPR fee.</p> <p>In the current definition of producer, this is not clear. By including 'distribution or use' in the definition of producer, it is not clear that a producer who manufactures a vehicle in country A and distributes it to a dealer in the same country, who then sells the vehicle to a dealer in another country, does not fall under the EPR in country A. The definition of producer seems to include this. Adjusting the definition of producer to the example of the Batteries Regulation (and WEEE Directive and PPWR) clarifies much better which producers for which vehicles in a specific member state must comply with the EPR obligations. Moreover, the producer of the battery and the vehicle are often the same. Different definitions will certainly lead to implementation problems.</p>

	<ul style="list-style-type: none"> • Addition 1: We agree with the intention, but the formulation is incorrect. It seems to include obligations for producers who join the collective system. <p>Proposed amendments: Place paragraph 3 and paragraph 4 of Article 17 in a separate article that begins with: '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 responsibility obligations, shall...'</p> <ul style="list-style-type: none"> • Addition 2: agreed.
In favor	Yes, we agree with the proposed amendments in Article 19.
In favor	Yes, we agree with the proposed adjustments. They are a clear added value.
Scrutiny	
	No amendments to article 20(2) are proposed. We would like to bring our previous remark on this back to attention. Amendment proposals were discussed under the Hungarian presidency. We believe that further guidelines to implement this in practice would be valuable. Therefore, we ask if it is possible to provide further guidelines that can be established through an implementing act, so that this is approached in a comparable manner in the member states.
	Under the Hungarian presidency, the term 'appointed representative' was changed to 'authorised representative,' but this amendment is still missing in two places: Annex VIII, point 1, first sentence, and point 1(e), first line.

MS

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Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
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France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Czech Republic	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
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	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?

4		Which option do the MS prefer regarding the multi-stage approvals?
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7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
8	Article 16, 17, recital 37	Do Member States accept the additions?

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MS position	MS Comments
In favor	<p>We agree with the extension of the time limit to five years, as it is a considerate measure for vehicle owners who may face challenges in completing the necessary repairs within a shorter timeframe due to time or financial constraints.</p>
	<p>We favour an approach consistent with the PPWR (Option A). Option B introduces excessive bureaucratic complexity, requiring:</p> <ul style="list-style-type: none"> •Establishment of criteria for country inclusion. •Continuous updates and monitoring to ensure compliance. •Assessment of new countries for potential inclusion. <p>Before considering such an approach, a comprehensive impact assessment must be conducted to determine:</p> <ul style="list-style-type: none"> •Whether a country list would provide tangible benefits in fulfilling recycled content targets. •The overall feasibility and administrative burden. •Only after this assessment can amendments to recycled content targets be properly evaluated. <p>In addition to concerns regarding the post-consumer waste regime, we would like to highlight the issue of temporal alignment of implementing acts across the Regulation. The large number of implementing acts poses significant challenges for their incorporation into national legislation. If it is not feasible to revise and reduce their number, we propose unifying and clarifying their temporal sequence to ensure coherence and continuity in their implementation.</p>
In favor	

	<p>We prefer Option 1; however, the steering note does not include an edited version of the text. Therefore, we await the revision of the text.</p> <p>Base vehicle manufacturers cannot predict modifications made in later approval stages. Additional producer responsibility obligations should apply only if:</p> <ul style="list-style-type: none"> •Compliance of added components (e.g., superstructures, bodies) has been proven in the type approval process or via national/individual vehicle approvals. •Cost-sharing mechanisms should be available for manufacturers across different approval stages, especially for end-of-life management costs.
Object	<p>We disagree with the extension to individually produced vehicles. In our view, applying this measure to such vehicles would be highly problematic and would place a disproportionate burden on small manufacturers.</p>
Scrutiny	<p>While taking into account the explanations presented by the Commission in its non-paper in November 2024, we are still examining the proposal and will require additional time to assess this matter thoroughly. We believe that the whole allocation mechanism will lead to an increase of bureaucracy. We are unable to envision how this mechanism would function in practice. We consider it highly problematic.</p> <p>Should the legislator insist on this unnecessary allocation mechanism, we would prefer the approach without a change of the definition of “producer” in which Article 22(1) constitutes an exception, applicable only where there is no professional producer supplying the vehicle in the last Member State (Option 2). This would lead to less administrative burden compared to Option 1.</p> <p>We would request that the Commission provide a guidance document for MS regarding the cost allocation mechanism.</p>
Object	<p>We do not believe that any further identification of the producer is necessary, as the producer is already sufficiently identified within the approval process.</p>
Object	<p>As the expected information is not clearly defined, we are unable to take a position on this matter. It is unclear what specific information regarding vehicle collection is required—whether only the number of vehicles or certain specific details. Additionally, the format in which manufacturers should publish this information on their websites is not specified, nor whether, for the targets, merely mentioning percentages is sufficient or if comprehensive calculations are required (which also depends on the methodology used).</p> <p>In general, collecting such data retrospectively from ATFs may be more complex in cases of cross-border transport, whether involving ELVs or still-functional vehicles. However, it might be possible to link this requirement with information on producer fees. Overall, greater specificity would be desirable.</p>

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Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

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In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Germany	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
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9	Article 19	Do Member States agree with the proposed amendments in Article 19?
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?
additional question	Article 13	Can Member States accept circularity vehicle passport with new wording?
additional remark	Recital 44, Article 18	Futher comment

MS position	MS Comments
In favor	<p>DEU largely agrees with the text amendment and thanks the Presidency for the proposal. However, once a repair plan has been submitted, the authority should have no discretion as to the suitability of the plan - otherwise there is a risk of additional bureaucracy. We therefore request the deletion of No. 1, third paragraph, sentence 2 (if competent authorities...).</p>
Object	<p>DEU considers it as urgently necessary to also include post-consumer waste from third countries. It is positive that this is recognised by the Presidency in the Steering Note. For DEU, however, it is important that such a definition does not lead to extraterritorial effects and does not cause distortions in international trade. The mirror clause contained in the PPWR (Art. 7 (3)) is problematic from a trade policy and trade law perspective, as it is a protectionist instrument that creates barriers to trade. We are opposed to any regulation that requires materials from recycling plants in third countries to be produced under the same or equivalent production conditions as those that apply to European recycling plants. Thus, we object to using the PPWR based approach in the context of the ELVR. However, there are no objections to discussing product requirements for recycled content for the EU market at European level.</p> <p>Does the Presidency/Commission consider the specific requirement of a certain percentage of plastics recycled from end-of-life vehicles in the amount of plastics recycled from post-consumer plastic waste to be a product requirement or a production process requirement? It is important for DEU that each provision of the regulation must be compatible with WTO law.</p>

Object	<p>DEU also sees a regulatory gap for L1e and L2e. However, for two reasons we question whether the ELVR is the right regulation: Firstly, these vehicles are often not recorded in the vehicle register. Secondly, there is also a difference in the waste disposal route, which is not as with vehicles - via ATFs but rather scrap yards. E-drive batteries are also already covered by the Batteries Regulation.</p> <p>Under no circumstances should the same requirements apply as for categories L3-L6. This concerns for example the registration in the vehicle register and other requirements such as the certificate of destruction. We consider this to be disproportionate, particularly in terms of bureaucratic burden.</p>
In favor	<p>DEU would like to thank the Presidency for also including multi-stage vehicles in the scope of application and not only the base vehicle. This is an important issue for us. Option 1 is supported in accordance with the current legal situation in Germany.</p>
Scrutiny	<p>We have a scrutiny reservation. In DEU around 150,000 vehicles are registered each year following individual approvals, which corresponds to around 5% of all registered vehicles. However, DEU is not aware of any waste disposal problems with these vehicles. For DEU, the question therefore arises as to whether the inclusion of these vehicles in the scope of application was analysed in more detail in the impact assessment for the ELVR.</p>
Scrutiny	<p>Option 1 is not supported. The definition of producer must be based on the 'territory of a MS' and not on the Union market. This is very important to us. With Option 2, we believe that enforcement is easier to implement as the responsible party can be better identified. However, we still have fundamental concerns about Art. 22, which are not reduced by the proposals of the Presidency (see also previous comments).</p>
Object	<p>No, DEU does not see any need.</p>
In favor	<p>DEU is grateful for the additions to Art. 16 and Recital 37 and agrees with the proposals of the Presidency.</p>

In favor	DEU can agree to the amendments. In particular, we find the extension of the obligation to bear costs in Art. 19 para. 9 useful.
In favor	DEU can agree to the amendments. We welcome the resumption of cost bearing for information campaigns and reporting. In paragraph 1 (a) we see a temporal inconsistency, it should read '...which will issue the CoD'. It is not clear to us how the new paragraph 1a should work in case of individual producer responsibility. We ask for an explanation here.
Object	DEU sees a need for further revision. There are now inconsistencies in the text. It should be clarified whether the Circular Vehicle Passport (CVP) is only issued per model or whether individual vehicle data (i.e. per vehicle) are also included. We are in favour of the second option, i.e. the data per vehicle. The battery passport mentioned in para. 1 is issued for an individual battery (i.e. per battery, not model). This must be taken into account when drawing up the CVP. Art. 13 para. 5 states that the CVP must be deleted after the certificate of destruction has been issued. If the CVP is only issued per model, it is not clear why it should be cancelled. This would only make sense if the CVP is issued individually and per vehicle. We therefore still consider it justified to include vehicle-specific data, such as the VIN number, in the CVP. Further, information about SoC should be added in Art. 13 para. 2.
	DEU believes a clarification in Recital 44 is needed stating that additive area coverage by PROs is permitted in order to fulfil the requirements in Art. 18.: Recital (44) ... allow for collection of all brands of end-of-life vehicles, as well as of waste parts from repair of vehicles. <u>Additive territorial coverage is permissible, which may be achieved through the co-operation of multiple regional producer responsibility organizations, also possibly in combination with the producer's own system .</u>

MS

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Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

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In favor
Object
Neutral
Scrutiny



Article 19 - Registration

Article 19 (1) – We propose to remove „if available“. It is important to EU website and MS website contains the links to all national registers to facilitate the registration of producers.

We agree that it is important to have Commission website that contains the links to all national registers to facilitate the registration.

Central register

We find that in the future the best and the easiest solution is to have a central register of producers. It is important that producer have a possibility to fulfil EPR obligation more easily. The burdens can be reduced by an EU-wide register, which will allow producers to register easily and quickly in all MS registers. For example, Shein is bringing out that registration process to one MS register takes 6 months.

We propose to add that Commission should establish Union-wide central register. The assessment shall encompass the potential benefits, challenges and administrative capacity required for the implementation of such Union-wide register.

We propose to add: “No later than 31 December 2027, the Commission shall assess the feasibility of establishing a Union-wide central register for producers.”

Article 22 – Cost Allocation mechanism for vehicles becoming end-of-life vehicles in another Member State.

For us article 22 is very important, it is important that it will fulfil its purpose and works effectively. In Estonia EPR applies to the producers who placed vehicles on the market for the first time in the Member State market and on professional basis. Every producer does not have a place in every Member State, for example Tesla is not established in Estonia, but there should be a professional producer who should pay for the car waste management etc.

! We can not agree with the option 1, with the amendment of the definition of „producer“ that producer will be the one who made vehicle available for the first time in the Union market. Explanation is, that we do not support significant changes of EPR architecture, it is a must to keep existing approach and consistencies with other waste legislation, such as Batteries Regulations.

We support option 2 – It is very important for us that Article 22 is applicable only where there is no professional producer supplying the vehicle in the last Member State.

We would see that the extended producer responsibility obligations should be on the first producer, who placed the vehicle on the (EU) market. We prefer it for practical reasons. If article 22 applies to the producers who made vehicle available for the first time in the Union, then cross-border cooperation mechanisms would apply to a significantly smaller number of

entities, only to large enterprises. This approach would reduce administrative burden of SMEs and supervision. It will also exclude the necessity to identify each producer in the transboundary chain.

Authorised representatives is a must have for us. If we want article 22 to work then the first producer, who placed the vehicle on the EU market should have an obligation to designate authorised representatives in each Member State to establish cross-border cooperation mechanisms. In Estonia authorised representatives can also be a PRO.

Authorised treatment facilities without a contract with producers or producer responsibility organisations should not be able to request financial reimbursement.

Delegated act

We find that delegated act that lays down detailed rules cross-border cooperation mechanism is needed. Right now, there are lots of detailed questions and we don't have answers and assessment that says what is the best solution.

Central register

We believe if Commission will establish Union-wide register, then it can help with cross-border cooperation mechanisms, especially with the communication between MS PROs and producers, ATFs.

Cross-border cooperation mechanisms assessment

We propose to add the assessment of cross-border cooperation mechanisms to encompass the best solutions to use these mechanisms between MS, PROs, producers, ATFs and how central Union-wide register could help to improve the cross-border cooperation mechanisms.

Producer definition

[We don't agree to amend the definition of „producer“ on Article 3 \(22\).](#)

We do not want significant changes of EPR architecture, we want to keep existing approach with other waste legislation, such as Batteries Regulations.

The general approach is that producer is a manufacturer, importer or distributor who, irrespective of the selling technique used, including by means of distance supplies a product for the first time for distribution or use, within a territory of a Member States on a professional basis.

We would prefer to see more clear producer definition, the battery regulation has defined producer in a clear way, therefore we propose to define the producer in a similarly in the current regulation.

[We propose the following changes in Article 3\(1\), point \(22\):](#)

“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~~ either:

(a) is established in a Member State and manufactures vehicles under its own name or trademark, or has vehicles designed or manufactured and supplies them for the first time under its own name or trademark within the territory of that Member State;

(b) is established in a Member State and resells within the territory of that Member State, under its own name or trademark, vehicles, manufactured by others, on which the name or trademark of those other manufacturers does not appear;

(c) is established in a Member State and supplies for the first time in that Member State on a professional basis, vehicles from another Member State or from a third country; or

(d) sells vehicles by means of distance contracts directly to end-users, whether or not they are private households, in a Member State, and is established in another Member State or in a third country;”

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	8	Article 16, 17, recital 37	Do Member States accept the additions?



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MS position	MS Comments
In favor	
-	<p><i>We would prefer option b.</i> We believe that additional stricter controls should be introduced to ensure that the materials come from recycling operations carried out under the same conditions as those applicable for European recycling facilities.</p>
Neutral	<p>According to the meeting we find that before the extension of the scope of the ELV Regulation to cover L1e and L2e vehicles, there is a need to do impact assessment covering all relevant technical, environmental and economic factors. We propose to add that Commission may review extension of</p>
-	<p>We support option 2. The entity responsible for the last type approval in the chain is responsible for the fee regarding the entire vehicle, and may collect contributions from the others including the manufacturer of the base vehicle. We dont support option1. because the manufacturer of the base</p>
-	<p>We support option 2. The entity responsible for the last type approval in the chain is responsible for the fee regarding the entire vehicle, and may collect contributions from the others including the manufacturer of the base vehicle. We dont support option1. because the manufacturer of the base</p>
-	<p>We support option 2 – <u>It is important that Article 22 is applicable only where there is no professional producer supplying the vehicle in the last Member State. ! We dont agree with the option 1, with the amendment of the definition of “producer“ that producer will be the one who made vehicle available.</u></p>
In favor	<p><u>Authorised representatives is a must have. If we want article 22 work then the first producer, who placed the vehicle on the EU market should have an obligation to designate authorised representatives in each Member State to establish cross-border cooperation mechanisms. In Estonia</u></p>
In favor	<p><u>authorised representatives can also be a DRG. Authorised treatment facilities without a contract with</u></p>



PUBLIC

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France
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Greece
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Luxembourg
Malta
Netherlands
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Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



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Spain	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
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PUBLIC

MS position	MS Comments
In favor	ES agrees with the amendments proposed.
In favor	We prefer option a) the approach based on the Packaging Regulation, as option b) would introduce additional bureaucratic burdens, requiring the establishment of criteria for countries to be included in the list.
In favor	ES agrees with the amendments proposed.
Object	Multi-stage vehicles should be excluded from the scope of the regulation, as in the Commission proposal. No proper impact assessment has been conducted for their inclusion in the regulation, which contradicts the principles of good regulation. Additionally, most of these
Object	In the case of individual ones, with the current system, which does not explicitly include them, have there been cases where such vehicles have been excluded from the treatment scheme? If not, why is there a need to include them?
In favor	ES supports option 2.
Object	ES doesn't see the need to apply any additional measures.
In favor	ES accepts the additions proposed.

Object	ES agrees with the amendments proposed.
Scrutiny	
Object	ES does not consider it necessary to include the reference to other legislative acts in paragraph 1.

PUBLIC



MS

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Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
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Luxembourg
Malta
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Slovakia
Slovenia
Spain
Sweden

Position

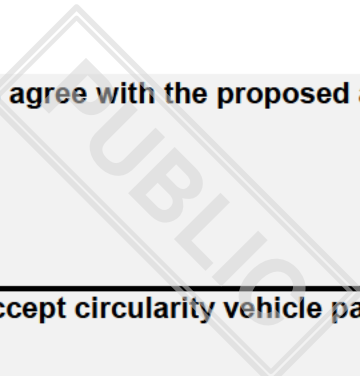
-
In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Finland	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
	4		Which option do the MS prefer regarding the multi-stage approvals?
	5	Article 2	Do the MS agree with the inclusion of individual approvals?

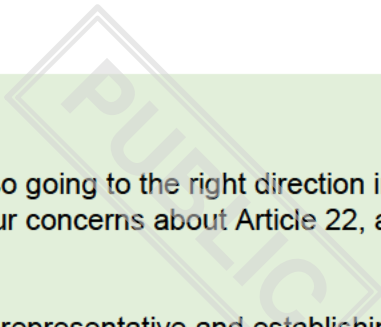


6	Article 22	Which option do the Member States prefer regarding article 22?
7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
8	Article 16, 17, recital 37	Do Member States accept the additions?
9	Article 19	Do Member States agree with the proposed amendments in Article 19?



PUBLIC

MS position	MS Comments
<p>In favor</p>	<p>We agree with the proposal and support a similar change to Annex I Part C Section 1 paragraph 3 as proposed in the latest compromise text by the Presidency.</p> <p>We still think point c should be deleted from paragraph 1 of Annex I Section 1. We are concerned that it will be difficult and burdensome for the authorities to ensure that the vehicle parts and components can be identified.</p>
<p>Scrutiny</p>	<p>We have a scrutiny reservation on this issue and stress that the provisions should be in line with WTO rules.</p>
<p>Scrutiny</p>	<p>Our preliminary view is that vehicle categories L1e and L2e should not be added to the scope. We suspect that adding them to the scope would not bring significant environmental benefits and would cause burden for the authorities as well as manufacturers and importers of these vehicles.</p>
<p>Object</p>	<p>As far as multi-stage type approved vehicles are concerned, we want to keep the scope as it is in the Commission proposal. We see that Article 2 paragraph 2 point b should not be deleted as this would mean that the circularity requirements for vehicle design would also apply to the other parts of the vehicle than the base vehicle and it would not be reasonable. For example, verifying that the recyclability requirements are fulfilled would be difficult.</p> <p>Our preliminary view is that it would be more logical and reasonable that the manufacturer of the base vehicle would have the extended producer responsibility, if the Regulation applies only to the base vehicle.</p>
<p>Object</p>	<p>We would like to keep the scope as it is in the Commission Proposal and suggest clarifying that individually approved vehicles are not in the scope of the Regulation. Instead, we suggest that the Commission would review the extensions of the scope later.</p>



<p>Object</p>	<p>In our view, Article 20 should be in line with Article 8a paragraph 4 of the Waste Framework Directive, so we do not support the addition to paragraph 1 point a.</p> <p>The purpose of the proposed paragraph 1a is somewhat unclear to us. It seems to be related to Article 22 but is also in contradiction with it. We prefer not to add it and leaving the Member States flexibility in this issue.</p>
<p>In favor</p>	<p>We can accept the new wording of Article 13.</p>
	<p>We are worried that it will be difficult for the PROs to obtain the information required to apply the criteria for fee modulation if the PRO only has importers as members. In addition, the importers can't influence the properties of vehicles. We suggest that the PRO should take the criteria into account where possible. This would be in line with Article 8a point 4(b) of the Waste Framework Directive.</p> <p>We also stress that the list of criteria should be simplified and aligned with Article 8a point 4(b) of the Waste Framework Directive. We suggest deleting points a, b and f since they are not in line with the Waste Framework Directive.</p>

PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



CROATIA

Written comments on the

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on circularity requirements for vehicle design and on management of end-of-life vehicles

(WPE, 13 March 2025)

General remarks:

Croatia thanks the Presidency for the opportunity to submit written comments following the WPE meeting on 13 March 202. We have indicated our position to the questions of the PRES in the table below.

In addition, we would like to provide the following comments and text proposals. Furthermore, we reserve our right to provide additional comments later.

a) EPR for spare parts

Article 16

New subparagraph

Member States may adopt measures to require that producers have extended producer responsibility for vehicle components and spare parts that they make available on the market for the first time within the territory of a Member State in accordance with Article 8.a of Directive 2008/98/EC and this Regulation.

Alternatively

Article 20, paragraph 1

New subparagraph

Member States may adopt measures to require that producers pay financial contribution for the for vehicle components and spare parts that they make available on the market for the first time within the territory of a Member State to ensure the collection of waste parts and components from repair and maintenance of vehicles, and of their subsequent transport and treatment in accordance with Article 8.a of Directive 2008/98/EC and this Regulation.

Alternatively

Such a flexibility could be introduced in the recital 34

Justification

It is important for Croatia that the Regulation provides for a flexibility for a Member State to introduce the EPR for vehicle components and spare parts, since those parts, when they become waste, create costs in ELV management within existing systems.

b) Cost allocation mechanism in Article 22

In addition to the comments in the table below, and as an alternative we propose to include a new sentence in recital 42

CROATIA

Member States may adopt or keep existing measures to ensure that the EPR fee is paid once a vehicle (both new or second-hand) is made available on the market of that Member States, including by requiring a fee before or upon registration in the national vehicle registration system, to cover the EPR costs.

Justification

It is important for Croatia that the new cross-border mechanism allow Member States to introduce or keep current national rules which require payment of a fee upon registration in the national vehicle registration system to cover the EPR costs in order to address high import of (second-hand) vehicles from another Member State by private persons.

c) Free delivery of ELV

Article 24

New paragraph

4. By derogation from paragraph 2, Member States may provide that the delivery of end-of life vehicles is free of charge even if the end-of life vehicle does not contain some or all of the essential components of a vehicle.

Alternatively, and if legally sound, we propose to include such a derogation in the recital.

Justification

It is important for Croatia that the Regulation provides for a flexibility for a Member State to keep national rules that provide for a free delivery of end-of life vehicles in order to ensure that all ELV are subject to recycling, irrespective of the presence or absence of essential parts.

CROATIA

Member State	Question No	Reference Art	Question	Croatia's position
CROATIA	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, which extend periods for the restoration plans)	In favour
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a) The PPWR based approach. b) The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;	Scrutiny
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?	In favour
	4		Which option do the MS prefer regarding the multi-stage approvals?	Scrutiny
	5	Article 2	Do the MS agree with the inclusion of individual approvals?	Scrutiny
	6	Article 22	Which option do the Member States prefer regarding article 22?	Object Croatia prefers the option of deleting the entire Article 22, since it considers that it is not clear from the current text how the cost allocation mechanism should function in practice. In addition, Croatia expresses its concern that the supervision of this mechanism will cause a large administrative burden, which is associated with the overall increase in costs in implementing of this Regulation.

CROATIA

			<p>For Croatia, it is crucial that the proposed mechanism does not disrupt the existing financial structure, i.e. the revenue and expenditure side of the national ELV management system.</p> <p>In the context of the above, Croatia believes that the issue of avoiding multiple charges for the same vehicle should be ensured by each member state separately in its territory.</p>
7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?	<p>Object</p> <p>(as in question number 6)</p>
8	Article 16, 17, recital 37	Do Member States accept the additions?	Scrutiny
9	Article 19	Do Member States agree with the proposed amendments in Article 19?	In favour
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?	In favour
additional question	Article 13	Can Member States accept circularity vehicle passport with new wording?	In favour

An Roinn Comhshaoil,
Aeráide agus Cumarsáide
Department of the Environment,
Climate and Communications



PUBLIC



PUBLIC

Member State	Question No	Reference Art	Question
Ireland	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
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	5	Article 2	Do the MS agree with the inclusion of individual approvals?
	6	Article 22	Which option do the Member States prefer regarding article 22?
	7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
	8	Article 16, 17, recital 37	Do Member States accept the additions?



PUBLIC

MS position	MS Comments
Scrutiny	As per previously submitted comments (WK 2004/2025 INIT), we consider that this restoration plan should include a requirement for the vehicle to be appropriately stored for the duration of the restoration works, e.g. not stored outside and stored on impermeable surface. We suggest that successive term extensions should only be for two years following the initial
Neutral	As per previously submitted comments (WK 2664/2025 INIT), we support, in principle, a consistent approach across different legislative instruments. However, we recognise that the particularities of the ELVR may require a tailored approach. We are open as to the inclusion of a list of countries whose recycled content can be counted towards the targets set down.
Scrutiny	We can be open on this. However, there be challenges regarding where these vehicles arise as waste. Due to their size they may be more likely to arise through WEEE/Battery systems than through the ELV system.
Scrutiny	We consider that further work may be necessary to ensure that the party responsible for paying the EPR can be readily identified.
Scrutiny	Still examining.
Scrutiny	From an IE perspective, the issue of imports from third countries is of most concern here. Please refer to our draft text, attached separately.
Scrutiny	Still examining.
Neutral	These seem reasonable.

Neutral	These seem reasonable.
Scrutiny	Still examining.
Neutral	We are open on this.

PUBLIC



PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

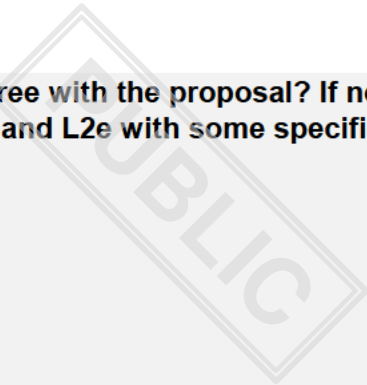
Position

-
In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Hungary	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)

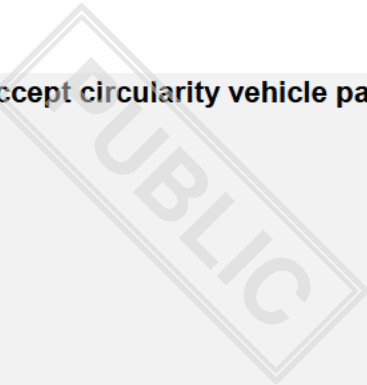
	2	Article 6	<p>Which of the following options do Member States agree with regarding the regime for post-consumer waste:</p> <p>a)The PPWR based approach;</p> <p>b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;</p>
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3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
4		Which option do the MS prefer regarding the multi-stage approvals?
5	Article 2	Do the MS agree with the inclusion of individual approvals?
6	Article 22	Which option do the Member States prefer regarding article 22?

7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
8	Article 16, 17, recital 37	Do Member States accept the additions?
9	Article 19	Do Member States agree with the proposed amendments in Article 19?
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?

	additional question	Article 13	Can Member States accept circularity vehicle passport with new wording?



PUBLIC

MS position
In favor

PUBLIC

In favor

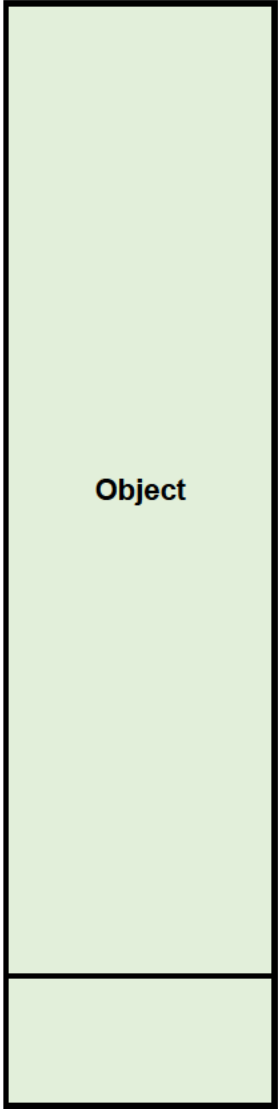
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Object
Neutral
In favor
In favor

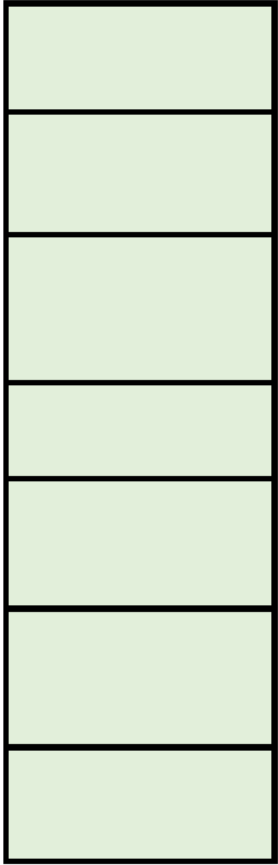
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Neutral
In favor
In favor
In favor

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MS Comments

We agree with the extension of the deadline, but we would like to remind that even this extension will not be enough to allow a vehicle to become an "old timer". We therefore propose that the owner should have the possibility to request that the vehicle be declared old timer, in which case the owner can be granted an extended recovery period after an official approval.

We support **Option A**.

We support the Commission's proposal as it upholds an open-market approach that considers the global value chain of the automotive industry while avoiding unnecessary bureaucratic burdens.

However, if Council deems it necessary to include additional safeguards, we favour an approach that is consistent with the PPWR (Option A). In contrast, Option B introduces additional bureaucratic complexities, necessitating the establishment of criteria for countries to be included on the list. This would also involve continuous updates and maintenance to ensure that countries still meet the criteria and to evaluate the inclusion of new countries. An impact assessment for such a proposal must first be conducted, it should address whether such a list of countries would provide any tangible benefit regarding fulfilling the recycled content targets. Only upon completion of such an impact assessment, amendments to the proposed recycled content target can be judged, discussed and amended. We fundamentally agree with the intention to reduce the environmental impacts from recycling of plastics; however, we question the real-world impact versus the bureaucratic burden of ensuring that installations in third countries conform with European Directives. Furthermore, the proposed approach significantly restricts the principles of free trade and will harm the competitiveness of EU industry.

While understanding the general intention to eliminate waste shipment and ensure similar performance, the level of requirements will likely negatively impact recycling activity in third countries, especially in the global south, which aims to sell their product into an EU vehicle supply chain, and it impedes the access to recycled raw materials at an unforeseeable extent, limiting the access to recyclates in moments of high demand.

As this concept is stated to be derived from the PPWR, neither the general quality nor the performance requirements and the resulting material prizes of products in the scope of PPWR can be compared to the ones for vehicles as highly durable products. Projects like the EUCAR AFRECAR project would be made impossible, as the ramp-up of a proper vehicle recycling sector in Africa needs (EU) customers to sell the output to (recycled plastic or components derived from this sector) at a competitive price level. The set requirements can for sure not be met in this ramp-up phase. Without such incentives and leadership of EU companies or the EU market, the sector of plastic recycling will likely not evolve, as there is currently no regional market to request/take up high-quality plastic recyclates and pay suitable prices to enable the sector to ramp-up.

Regarding the proposal on Art. 6.2a, it is unclear as to which "technical information" is referenced here and how this is intended to function alongside the requirements of Art. 8 regarding vehicle type approval. This requirement is already regulated within the ELVR and compliance with the methodology for the calculation and verification process, which will be defined in the implementing act (Art. 6.2).

With reference to Art. 6.2b, we fundamentally agree with the intention to ensure auditable and transparent demonstration of compliance with

A number of Member States do not currently register vehicles in these categories. We have serious concerns with FR's proposal to include these vehicles in the scope without registration. We believe that this would be a potentially costly, complicated and difficult to enforce way for the authorities to monitor the vehicle becoming ELV and the implementation of the owner/producers obligations, the issuing of the CoD etc. The Directive 1999/37/EC regulates the registration of vehicles, clearly requires that registration is accompanied by a registration certificate and a registration number, and also states that it is up to the Member States to decide which vehicles are subject to registration. For vehicles in categories L1e and L2e, which are not yet subject to registration, requiring registration would impose a significant administrative and disproportionate financial burden on Member States and vehicle owners, whilst we do not see any justification for these burdens and costs being proportionate to the benefits and gains expected from the measure. We would like to note that the issue of vehicle registration is based on Article 91 TFEU (Transport), and therefore we also express our doubts as to whether the proposed measure could be introduced on the basis of Article 114 TFEU.

The entire wording of the present draft is also linked to the question of the roadworthiness of the vehicle, as this determines whether it is classified as an ELV or not. However, this would require regular roadworthiness tests. The rules on periodic roadworthiness tests are contained in Directive 2014/45/EU, which currently does not cover categories L1e and L2e and only to a limited extent other motorcycles. In this regard, Directive 2014/45/EU would also need to be amended, which is problematic as this legal basis is also based on Article 91 of the TFEU which is currently not the legal basis for the draft.

We **prefer Option 1**, but we do not believe that either option is sufficiently robust in its current form. We are in favour of each operator paying the EPR charge separately for their part of the vehicle at each stage.

We support the proposal.

We support Option 2. However, it is important that the fees cover the real costs of the waste management taking into account the national circumstances.

We strongly support the inclusion of a cross-border cost allocation mechanism. Its inclusion in the text is essential for Hungary. **We do oppose its possible removal from the text.**

Further measures would be useful, but these measures might be adopted by the Commission

We do not support the adding of the subparagraph to Article 16. The collection of ELV depends on the future behaviour of the last vehicle owner, it is not under control of the producer, and therefore the requested numbers may be misleading.

We support the amendment of recital 37.

Concerning the deadline, it needs to be ensured that the common website is established (and completed) at least 3 months before the entry into force of the producers' obligations.

We support the amendment of Article 20 (1).

Regarding the Article 20(1a), although the implementation in practice is not clear on this basis, we do not insist to add this provision.

Digital vehicle circularity passports should be provided at the vehicle type level, not for each individual vehicle, to avoid duplication and excessive data. The Commission has already acknowledged this approach in the SCIP database under the EU Waste Framework Directive. This aligns with the legislative goal of reducing administrative burden and simplifying reporting for EU companies.

Listing all environmental passports for alignment is unnecessary, as existing systems (IDIS, IMDS) already track relevant data. IDIS provides recycling and dismantling details per vehicle type, while IMDS connects the supply chain and tracks material content. The circular passport should apply only to newly type-approved vehicles after the ELV Regulation enters into force, excluding older approvals. The timeline for Article 13 depends on the broader development of circularity passports, and premature implementation is unnecessary, as existing systems already provide the required data. Instead of creating new systems, established ones like IDIS, IMDS, and SCIP should be further developed based on effectiveness assessments.

Regarding Article 13.2, requiring information on heavy metals and spare parts location is redundant, as relevant stakeholders already access this through existing databases, including SCIP and type approval regulations (Regulation 2018/858). Duplicate regulations should be avoided. Similarly, under Euro VI, Euro 7, and the EU Batteries Regulation, waste operators and repairers already receive essential EV battery data. Authorized treatment facilities can register as independent operators for access.

We support deleting Article 13.2(a1) and question the necessity of Article 13.2(b3) due to its excessive administrative burden. For Article 13.3, manufacturers can only guarantee passport completeness at the time of production, not throughout the vehicle's life due to maintenance and modifications. Lastly, under Article 13.5, manufacturers must also have access to vehicle passport data to fulfill deletion requirements.

PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



Written comments from the Netherlands

Regarding the proposal for a Regulation on circularity requirements for vehicles and management of waste vehicles.

WPE 13th of March, 2025

We like to thank the Presidency for the invitation to send in written comments.

Q	Position	Comments
1		We agree with changing the timeline of the restoration plan to 5 years, however we do not agree with extending the period for successive terms. We would prefer an extension of maximum 2 times.
2	Scrutiny	Positive on the intention of the proposal, but we have questions regarding potential trade restrictions.
On the circular vehicle passport		In general we agree with the changes made. However, we are unsure of the addition of B3. What does this entail? Does this catalogue need to be updated?
3	Positive	We agree with including L1 & L2 categories. We understand that e-bikes are not part of the L1 categories, so we fully support the extension of the scope to all L categories.
4	Positive, option 2	We agree with deleting art 2.2.b and including all parts of multi-stage vehicles in the EPR regime. <ul style="list-style-type: none">- Does this mean that the entire vehicle and bodywork of heavy duty vehicles will be covered by the EPR? The bodywork was previously out of scope and not recommended.- We prefer option 2, because we believe that this is easier traceable.
5	Positive	
6	Option 2	Option 1 is not acceptable since the change of the definition is contradictory to the wish of 'Better Regulation'. Option 2 is a better option, but we still have doubts and would like to see this better analysed. For example, a vehicle can be sold a few times before becoming waste. Who will be responsible for the costs if no producer can be identified? The producer who placed the vehicle on the market first or for example the last trackable producer? We have seen the proposal from LUX and are very positively interested in this. We are wondering what the few of the PSY and Commission is on their proposal.
7	Negative	Not necessarily, however connecting the vehicle registration with the payment of the EPR-fee helps.
8	Positive	
9	Positive	Perhaps a European website is also possible? Now Member States need refer to 26 other websites.
10	Positive	

Additional comments scope:

- Furthermore, we noticed that article 37 is applicable to the current L-categories, but article 38 is not. Since one of the goals of the regulation is to restrict dumping of ELV's outside of the Union, we were wondering if this is correct.
- Also, the L-categories do not have roadworthiness certificate in NL, this leads to difficulties when assessing the vehicle for transfer of ownership to determine if it is an ELV. If art. 37 is not excluded for the scope of L-categories, an annex 1/ELV assessment should always be conducted. This while many of the criteria of part B of annex 1 cannot be applied to these categories.
- We think there are two options:
 - o Adding art. 37 to the list of exemptions to which the L-categories are not applicable.
 - o Or: aligning art. 37 with the roadworthiness directive and apply art. 37 only to vehicles that are subject to mandatory testing under that directive.

- Based on article 2.2.c the regulation doesn't apply to vehicles produced in small series. How does this relate to art. 37 and 38? We understand that these vehicles are exempt from the production provisions, however for the sale and export we have our concerns. Definitely considering the feasibility and practicality of this.
- The addition of **individually approved vehicles** is under the EPR chapter, but does it not concern the adjustment of the entire scope of the regulation? How is the link made between the requirements in this new regulation and Articles 44-45 in Regulation 2018/858? For example, it should not be the case that the requirements for (re)used materials are such that the builders of the individual vehicles cannot comply with them

Assessment ELV/annex 1:

- Will the assessment of whether a vehicle is an ELV be centrally registered? In our opinion, this is necessary to execute the regulation correctly. Also in relation to the export and sale of vehicles.

LUXEMBOURG COMMENTS on the Proposal for a Regulation of the European Parliament and of the Council on circularity requirements for vehicle design and on management of end-of-life vehicles

Follow-up to the WPE of 13.3.25: Written comments on the Steering Note WK 03064/2025 PRESIDENCY COMPROMISE

Member State	Question No	Reference Art	Question	LU position
LU	1	part C, section 2 of Annex I	Do Member States agree with the proposal?(amendments of points 1 and 3, witch extend periods for the restoration plans)	In our view, this period for the restoration plan should not exceed three years, and the possibility of extension should only be granted once, meaning there can only be one + one extended restoration plan.
LU	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste:a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;	LU is flexible on this matter.
LU		Article 6 new paragraph 2b		Typo : “[...]”The verification methodology may include the obligation to carry out independent third-party audits on manufacturers of recycled content in the Union, to ensure that the conditions set out in paragraph 2 of this Article and in the delegated implementing act adopted pursuant to paragraph 2d of this Article are met. [...]”
LU		Article 6 new		<ul style="list-style-type: none"> • The wording “manufacturers of recycled content” is unclear, does PRES mean "recyclers providing

		paragraph 2b (b)		<p>recycled content for vehicles" or "car manufacturers and car parts manufacturers using recycled content"?</p> <ul style="list-style-type: none"> • We would also appreciate clarification on why only EU manufacturers should be subjected to such audits.
LU		Article 6 new paragraph 2b (b)		Both the implementing acts in article 6.2b and 6.2d appear to overlap. Merging them could simplify these provisions and provide a clearer overview in this article
LU		Article 13		LU agrees to the proposed addition of point b3 in paragraph 2
LU		Article 13		<p>To guarantee a better access to the digital vehicle passport for operators, based on the experience of ATFs with EV batteries, we suggest adding the following criteria in paragraph 4:</p> <p>(e) it should be free of charge for operators, including the software needed to read it.</p> <p>(f) it should be systematically placed in an accessible location on the vehicles.</p>
LU	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?	LU agrees
LU	4		Which option do the MS prefer regarding the multi-stage approvals?	LU prefers option 1 because the primary philosophy of EPR is to improve the ecodesign of products. We believe that the manufacturer of the base vehicle has significantly more influence on this, and thus EPR responsibility, through their design choices
LU	5	Article 2	Do the MS agree with the inclusion of individual approvals?	LU is flexible on this question
LU	6	Article 22	Which option do the Member States prefer regarding artic22?	To avoid discrepancies between the various definitions of an EPR producer through the waste legislation, LU is not in favor of option 1, which brings a fundamental change to the definition of the producer.

				<p>About option 2:</p> <ul style="list-style-type: none"> • It is closer to the system we would prefer, but remains complicated and burdensome to implement. We advocate for the simple solution of “one registration in a MS, one fee paid to the producer / PRO in this MS”, with reimbursement of the fee whenever the vehicle changes owner or MS. • LU would like to emphasize that option 2 is no longer in line with the obligation of monitoring the producer / PRO by the “MS where the vehicle became an ELV”, because the competent authority in that MS has no legal right to monitor compliance of producers / PROs which are located in other MS. This implies that paragraph 3 has to be amended or, preferably, removed. LU understands that the question of the reporting is a difficult matter in this cross-bordering mechanism, which is a complementary advantage of the system for which we advocate.
LU	7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?	
LU	8	Article 16, 17, recital 37	Do Member States accept the additions?	Lu accepts only the first addition.
LU		Article 18		<p>Regarding the authorisation referred to in Article 18(1) required only from producers:</p> <p>LU's understanding of article 18(1) was that a producer mandating an authorised representative, could task this representative with the authorisation. This would be logical, as such a representative must take over all the responsibilities and tasks of the producer, as stated in the definition of the auth.repr itself : "...to fulfil the</p>

				<p><i>obligations of that producer under Chapter IV of this Regulation "</i></p> <p>PRES's answer to this point in the steering note is confusing: if we have an authorised representative in the register, but the producer has an authorisation, who is liable? Who manages the ELV waste management? And what is the role of the authorised representative?</p>
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Written comments from Latvia, ELV regulation, following the WPE meeting of 13.03.2025

Article 24 (2):

We ask the Commission to explain what the term "Delivery" means. Does the wording stipulate that the transportation of vehicles to a collection point or recycling facility should be free of charge? If "Delivery" means that the acceptance of vehicles must be free of charge, but the transport costs for delivering the vehicle to the collection point or authorised treatment facility are covered by the last owner of the vehicle, please change the term. A possible corresponding term would be "Acceptance". The question becomes more important with the proposed deletion of Article 26 (a) in terms of the vehicle owner's responsibility.

Article 37 (1):

Latvia opposes the retention of the wording and approach contained in Article 37(1) in the proposal.

Article 37 requires proof that a vehicle is not an end-of-life vehicle when transferring ownership. This proof can be provided through a roadworthiness certificate or an assessment by an independent automotive expert. However, this article does not apply to ownership changes conducted in person by natural persons (exception online transactions).

The issue is determining who will oversee the trading of these potential end-of-life vehicles. Automated registration blocking is not feasible when requirements are unmet, as registration authorities lack visibility into how vehicles are traded, whether online or physically.

In practice, vehicles are often traded with recently expired roadworthiness certificates. In such cases, it is unreasonable to classify the vehicle as end-of-life, making an assessment disproportionate while creating an excessive administrative burden for registration authorities. Therefore, we can propose to accept an expired roadworthiness certificate, provided it has not expired for more than 12 months.

On the other hand, we see end-of-life vehicles which were involved in a heavy accident. This end-of-life vehicle can be traded despite being an end-of-life vehicle.

We propose:

The first subparagraph shall not apply to vehicles whose national technical roadworthiness test validity date ended less than 12 months before the application for the ownership transfer.

The online platforms used for digital ownership changes (delivered and maintained by vehicle registration authorities for digitalisation of vehicle re-registration procedures) should be skipped from the proposal text.

Article 37 (4):

The purpose of this article is to monitor the scrapping of vehicles identified as end-of-life vehicles. The method involves insurance companies submitting an annual report to the competent authorities. These authorities monitor and verify compliance by economic operators, producers, and producer responsibility organisations.

To actively utilise the information during the transfer of ownership or export, insurance companies could report directly to the registration authorities regarding any economic or technical total loss. This approach ensures that the authorities always have up-to-date insights into these vehicles. The registration authorities will then provide the information to the competent authority, as mentioned in Article 14.

Written comments from Latvia, ELV regulation, following the WPE meeting of 13.03.2025

We propose:

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.

Insurance companies, **immediately after the assessment has been carried out**, shall ensure that competent authorities are provided with **information on**:

- (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;
- (b) vehicle identification numbers of all vehicles that have been declared as a technical total loss.

Chapter VA (Articles 38-45)

When assessing the articles relating to the customs area - Chapter VA (Articles 38-45) on the export of end-of-life vehicles to third countries, we concluded that the application of the Regulation in relation to exports will be in force before the automatic verification is possible using the connection to the customs single window environment:

- a) Article 38, paragraph 1 provides that the requirements of this chapter apply 36 months from the entry into force of the Regulation, namely, the obligation for customs arises after 3 years from its entry into force;
- b) Article 45, paragraph 4 provides that the connection to the single window environment must be established within 4 years from the entry into force of the relevant implementing act, which includes the time when the implementing act is developed, adopted and enters into force, plus the aforementioned 4 years.

From the moment (deadline) of application of the requirements provided for in Article 38, customs authorities will in fact have to carry out manual verification. Therefore, the initiative, support and cooperation of the competent authority selected by a Member State will be an important factor of success.

We would like to propose extending the period provided for in Article 38, Paragraph 1, by at least 12 months (or more) so that the manual review time is as short as possible.

Annex I Part A (b):

We ask the Commission to explain the need to include point (b) in section A of Annex I. Part A sets out the criteria for assessing a vehicle's non-repairability. If one or more of these criteria is met, the vehicle shall be considered an end-of-life vehicle. We consider it appropriate to move this paragraph to Part B of Annex I (as an indicative feature) and to add it to point (h).

Possible wording:

(h) one or more of its doors are not attached to it, or it has one or more entry points welded up or closed by insulating foam.

Additional written comments from AT:

Empowerment to the Member States

In response to the discussions in the previous working parties AT asked the Legal Service for advice on whether the MS are free to regulate that the costs of repair according to Art 37 (2) (b) as well as to Annex I, specifically to criterion f) in Annex I Part B are the costs of repair in Austria. The Legal Service advised that to ensure that this is possible; an empowerment to the Member States should be added into the text. We therefore propose the following addition in Art. 37:

6) When adopting the measures laying down the administrative and procedural requirements regarding the assessment in accordance with Annex I the Member States may lay down the requirements and details of the criteria for assessment of end of life vehicles, including details on the costs of the repairs.

There is still further need for clarification in which cases Member States can go beyond the Regulation, especially in view of the fact that certain details are included in the regulation but others are not. We ask the Presidency to include this topic for discussion in the next working party.

Online Platforms

As expressed at the last working party the issue of effectively regulating online platforms is of great importance. The current legal instruments are insufficient to effectively monitor very large online platforms in the context of extended producer responsibility. As for the WFD also the current text in Art. 45a ELV on online platforms is not sufficient. We do, however, still call for a solution that covers all relevant streams. Until this can be achieved in the Circular Economy Act, we ask for a recital in line with Recital 47 of the revision of the WFD.

Simplification

We are currently being asked to simplify and digitalise the administration. Article 19 regarding the linking of registers for producers currently contains both the approach from the Packaging Ordinance (the Member States link to the registers of the other Member States) and the approach from the Waste Framework Directive (the Commission creates a register with links to the national registers). Instead, there should be a centralised EU producer register that is fed by the national registers of the MS. This would provide faster and much easier access for all parties involved than is currently provided for in various ways.

Member State	Question No	Reference Art	Question
Austria	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
	4		Which option do the MS prefer regarding the multi-stage approvals?
	5	Article 2	Do the MS agree with the inclusion of individual approvals?
	6	Article 22	Which option do the Member States prefer regarding article 22?
	7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
	8	Article 16, 17, recital 37	Do Member States accept the additions?



PUBLIC

MS position	MS Comments
Object	The discussion has shown that there is a big divergence between the length of time that each MS needs in regard to the extension of the restoration plans. It should therefore generally be left to the member states to decide how long the extension should be. An authorisation for the member states to determine the timeframe should therefore be included in the text.
Object	The proposal needs to be examined in detail. A simple and comprehensible solution should be found. The current proposals for calculating the recycled content in relation to beverage packaging are complex and at the same time the mass flows are not comprehensible or verifiable.
Scrutiny	The objective is understandable, but this raises further problems, particularly with regard to verifiability and enforcement, which need to be clarified. The effects, especially with regard to the applicability of the individual articles to these classes, would have to be highlighted and dealt with in detail.
-	the vehicle that it manufactures. Accordingly, both must be able to be held responsible and bear the costs of treatment caused by them. However, second-stage manufacturers are very often SMEs, so it is perfectly justified to avoid excessive expense here. One solution could be
Object	We foresee problems with enforcement: multi-stage vehicles are very often individually authorised in the second construction stage, and the manufacturers are in most cases SMEs. In many cases, the manufacturer has no role in the approval process for individual approvals.
Object	In our view, both options are associated with problems and are not suitable. In any case, extended producer responsibility must relate to the market of the Member State. We also see major problems with option 2, as it is not clearly specified how a manufacturer who places
-	
-	We can agree with the addition in Art. 16. We see no need for the addition in recital 37, as competition law is applicable anyway.



PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



Swedish written comments and proposals regarding EPR and historical waste following WPE ELV on the 13th of March 2025

Article 16

Extended producer responsibility

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] 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 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.

~~The extended producer responsibility shall include the obligation for producers to ensure that:~~

~~(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~~

~~(i) collected in accordance with Article 23;~~

~~(ii) treated in accordance with Article 27;~~

~~(b) the waste management operators treating end-of-life vehicles referred to in point (a) meet the targets laid down in Article 34.~~

2. In addition to paragraph 1, in case of end-of-life vehicles for which the producer cannot be identified or ceased to exist, producers shall have extended producer responsibility for a share of the end-of-life vehicles within the territory of a Member State. This share shall correspond to the producer's market share of newly registered vehicles in that vehicle category within that Member State during the preceding calendar year.

3. In addition to paragraph 1, in case of vehicles of categories that were not covered by Directive 2000/53/EC and were made available on the market for the first time within the territory of a Member State before this Regulation applies, producers shall have extended producer responsibility in the same way as set out in paragraph 2.

4. 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.

Article 20

Financial responsibility of producers

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 including those for which the producer cannot be identified or ceased to exist.

(a) the costs of the collection of end-of-life vehicles, ~~including those for which the producer cannot be identified or ceased to exist,~~ that is necessary to meet the requirements in Articles 23 to 26 and of their subsequent transport, and the costs of the treatment of end-of-life vehicles that is necessary to meet the requirements

Commented [REDACTED] SE rationale: The idea behind this deletion is that 1) the text is considered redundant as the producers' obligations are outlined in the rest of the chapter, and 2) not all provisions in the chapter are included in this list. Additionally, we question whether producers should really be responsible for Article 27, which is designed as the treatment that car dismantlers should perform. This is currently regulated by the Car Scrapping Ordinance and supervised by the municipalities in SE. The producers' responsibility to provide a collection system according to Article 23 should suffice. It is then up to the car dismantlers to ensure that ELVs are treated according to the requirements of Article 27. However, the cost responsibility for the treatment lies with the producers according to Article 20.

Commented [REDACTED] SE rationale: This reiterates the requirement to collectively take producer responsibility for vehicles where the producer cannot be identified or has ceased to exist. The wording is somewhat different from the latest directive. If left more open as in the proposal and corresponding to what is stated in the WEEE directive, we believe it will still need to be specified. We prefer it to be clear in the regulation rather than having to develop guidelines. However, we are aware that there are challenges with this text: 1) how to calculate a market share for the waste if the market grows faster than the waste, 2) who should calculate this share and allocate costs, which risks leading to a relatively large administrative burden and complexity, and 3) the wording means that newly started companies do not share the costs since it states 'preceding calendar year'. Despite this, we assess that it is difficult to avoid that this is what is practically intended if one wants to distribute the responsibility (and then the cost) collectively.

Commented [REDACTED] SE rationale: This paragraph is intended to regulate the collective responsibility for historical waste.

Commented [REDACTED] SE rationale: We believe that it is better to regulate this in a separate paragraph, as the sentence here does not align with the introduction of Art 20(1), which deals with vehicles one provides oneself.

in Articles 27 to 31, 34 and, 36, provided that, pursuant to Article 8.a, paragraph 4, points (a) to (c) of Directive 2008/98/EC, they take into account 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;

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

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

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

1a. In addition to paragraph 1, in case of end-of-life vehicles for which the producer cannot be identified or ceased to exist, the financial contributions paid by the producer shall only cover a share of the end-of-life vehicles within the territory of a Member State. This share shall correspond to the producer's market share of newly registered vehicles in that vehicle category within that Member State during the preceding calendar year.

1b. Regarding vehicles of categories that were not covered by directive 2000/53/EC and made available on the territory of a Member State for the first time before this regulation takes effect, the producers of such vehicles shall share the costs in the same way as set out in paragraph 1a.

(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators;

(b) the level of financial contributions to be paid by the producers to the producer 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.

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.

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 referred to in paragraph 1 relating to those vehicles will be financed.

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. N

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 insurance.

5. Without prejudice to Articles 107 and 108 TFEU, in the case of a state-run producer responsibility organisation, such 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.

Commented SE rationale: We see no reason to exclude these costs for vehicle producers, as equivalent costs are covered by producers of batteries and packaging.

Commented SE rationale: We see no reason to exclude these costs for vehicle producers, as equivalent costs are covered by producers of batteries and packaging.

Commented SE rationale: Corresponding to Article 16. Paragraph 1a regulates vehicles where the producer cannot be identified or has ceased to exist, and 1b regulates the historical waste for the new categories

Commented Regarding paragraph 4 SE considers that it should be written the same as Art 58(7) of the battery regulation.

*Article 23**Collection of end-of-life vehicles*

1. The producers or, where appointed in accordance with Article 17, producer responsibility organisations shall set up, or participate in the setting up of, collection systems 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.~~

Commented [REDACTED] SE thinks that this should be reinserted.

Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article 17, producer responsibility organisations set up collection systems **referred to in the first subparagraph.** ~~for all end-of-life vehicles.~~

2. The producers or, where appointed in accordance with Article 17, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1:

- (a) cover the whole territory of the Member State;
- (b) 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 most profitable;
- (c) ensure collection of waste parts from repairs of vehicles;
- (d) enable collection of end-of-life vehicles of every brand, irrespective of their origin;
- (e) enable the acceptance of all end-of-life vehicles free of charge to collection points or authorised treatment facilities as provided in Article 24(2).

3. Producers or, where appointed in accordance with Article 17, producer responsibility organisations shall publish and regularly update the list of collection points and authorised treatment facilities on their websites and carry out educational campaigns promoting the collection 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.

4. Member States may authorise collection points other than authorised treatment to collect end-of-life vehicles.

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:

- (a) collect the end-of-life vehicles and temporarily store them in accordance with Part A of Annex VII;

(b) prepare for the transfer of the collected end-of-life vehicles to authorised treatment facilities by preventing the accidental leakage of fluids and unauthorised access to the collection point;

(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

(c) guarantee that all collected end-of-life vehicles are transferred to an authorised treatment facility within one month from receipt of the end-of-life vehicle.

5. The collection points 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.

Article 15

Authorised treatment facilities

3a. Member states may adopt measures to require that **authorised treatment facilities may treat end-of-life vehicles only if they have concluded a contract with the** producers or, where appointed in accordance with Article 17(1), producer responsibility organisations. ~~conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations.~~

Commented [REDACTED] SE rationale: We believe that this wording makes it clear that an authorised treatment facility must conclude a contract with the producers or PRO:s in order to treat end-of-life vehicles. The proposed wording may be interpreted as an obligation for one party to conclude a contract with another party which is not possible.

Definition of producer:

'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 either:~~

Commented [REDACTED] SE rationale: We believe that it would be better to use a corresponding producer definition for ELVs as for batteries, packaging, electrical equipment, and textiles. That one specifies the situations that usually arise and who is the producer. The advantage is also that the producer should be established in the country. The producer definition proposed by the Commission may lead to producers being more often located in other EU countries, which risks complicating supervision.

(a) is established in a Member State and manufactures vehicles under its own name or trademark, or has vehicles designed or manufactured and supplies them for the first time under its own name or trademark within the territory of that Member State;

(b) is established in a Member State and resells within the territory of that Member State, under its own name or trademark, vehicles, manufactured by others, on which the name or trademark of those other manufacturers does not appear;

(c) is established in a Member State and supplies for the first time in that Member State on a professional basis, vehicles from another Member State or from a third country; or

(d) sells vehicles by means of distance contracts directly to end-users, whether or not they are private households, in a Member State, and is established in another Member State or in a third country;

Definition of appointed authorised representative for the extended producer responsibility:

'appointed authorised representative for the extended producer responsibility' means

a natural or legal person established in a Member State **in which the producer makes**

vehicles 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;

Commented [REDACTED] SE rationale: We believe that the definition of an appointed authorised representative for the extended producer responsibility should correspond to that for other producer responsibilities. The representative needs to be present in each EU country where the vehicles are first made available. This is the intention with the representatives and facilitates compliance and supervision."

Member State	Question No	Reference Art	Question
Sweden	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
	4		Which option do the MS prefer regarding the multi-stage approvals?
	5	Article 2	Do the MS agree with the inclusion of individual approvals?
	6	Article 22	Which option do the Member States prefer regarding article 22?
	7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
	8	Article 16, 17, recital 37	Do Member States accept the additions?



PUBLIC

MS position	MS Comments
In favor	SE can agree to the amendments made.
Scrutiny	
Object	SE is of the opinion that an extension with new vehicle caegories must be preceeded by a feasibility study.
-	Regarding question 4 SE have some concerns regarding the consequences for the manufacturers not responsible for the base vehicle. These manufacturers are often smaller operators and do not have the same administrative capacity as the base-vehicle
Object	SE is opposed to the inclusion of individual approvals as it affects operators who are not equipped to deal with the administrative burden. We believe the requirement will be disproportionate for these operators
In favor	SE favours option 2.
Object	SE assess that it would be better to use a corresponding producer definition for EEVs as for batteries, packaging, electrical equipment, and textiles. That the situations that usually arise and who is the producer are clearly stated. The advantage is also that the producer should be established in the country. The producer definition proposed by the EC may lead to producers
In favor	We are in favour of the proposed addition to recital 37 regarding the dialogue to be conducted between producers/stakeholders in a PRO being in accordance with the principles of competition law. Regarding Art 16 we refer to our additional comments.



MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Slovenia	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?

4		Which option do the MS prefer regarding the multi-stage approvals?
5	Article 2	Do the MS agree with the inclusion of individual approvals?
6	Article 22	Which option do the Member States prefer regarding article 22?

7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
8	Article 16, 17, recital 37	Do Member States accept the additions?
9	Article 19	Do Member States agree with the proposed amendments in Article 19?
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?
additional question	article 13	Can Member States accept circularity vehicle passport with new wording?

PUBLIC

MS position	MS Comments
<p>Object</p>	<p>Slovenia maintains its negative position on limiting the periods for restoration plans. While the possibility of extending this deadline to 5 years could be a compromise, it comes with additional administrative burdens. Therefore, we maintain our position against restricting the repair period.</p> <p>In our view, imposing any fixed deadline constitutes an inappropriate interference with individuals' private property rights and is for this reason not an acceptable approach.</p>
<p>Scrutiny</p>	<p>We believe that the proposed way forward requires further discussion. Given the complexity of the issue, we are concerned that verifying and monitoring compliance with these requirements could lead to substantial financial and administrative burdens, while the actual effectiveness of these measures remains uncertain.</p> <p>Additionally, we have reservations about whether this proposal is truly the appropriate act for addressing sustainability criteria for plastic recycling technologies, as suggested in paragraph 2c of the proposal.</p> <p>Furthermore, giving the discussion at the WPE, we would prefer additional clarifications from the Council Legal Service, also in terms of its compliance with existing international trade agreements.</p>
<p>Object</p>	<p>Slovenia does not support the expansion of the scope without a prior feasibility study.</p> <p>We believe that the Commission's proposal on the scope of EPR obligations is based on an impact assessment and that such obligations cannot be expanded without an evaluation of their effects in terms of its enforcement in practice.</p> <p>Moreover, it remains uncertain whether provisions related to treatment requirements—such as the mandatory removal of parts and components before shredding—are genuinely appropriate or relevant for other vehicle categories, such as motorcycles, unless tailored adjustments are made. Extending these requirements without such adjustments would be impractical and potentially burdensome.</p>

<p>Object</p>	<p>Assigning responsibility to a specific manufacturer for a vehicle in the case of multi-stage approval is highly challenging. As such, we believe multi-stage vehicles should remain outside the scope of this proposal. Specifically, we do not support the inclusion of motorhomes within the scope.</p>
<p>Object</p>	<p>Slovenia does not support any expansion of the scope without a prior feasibility study. We believe that the Commission's proposal on the scope of EPR obligations is based on an impact assessment and that such obligations cannot be expanded without an evaluation of their effects in terms of its enforcement in practice. Additionally, we believe that, due to the specifics of individual approvals, the obligations associated with such vehicles should not be generalized without careful consideration of their appropriateness and reasonableness.</p>
<p>Object</p>	<p>There are significant concerns about the practical feasibility of the proposed mechanism. From the perspective of implementing the EPR system, monitoring compliance with obligations, and enforcing penalties for non-compliance, both options proposed by the Presidency are not acceptable by Slovenia. The complexity of identifying responsible parties and ensuring proper enforcement poses a substantial risk to the effectiveness of the system. We firmly believe that the only viable solution would be for the manufacturer to bear full financial responsibility and EPR obligations for the vehicle brand, regardless of which entity is responsible for introducing the vehicle to the market for the first time. This approach would simplify the process and ensure clarity in identifying the responsible party. Under this approach, the manufacturer would be the clear point of accountability, and they would be required to designate an authorized representative in each Member State. This representative would be responsible for fulfilling the manufacturer's EPR obligations and managing their financial responsibilities, which should be proportionate to the manufacturer's market share in the Member State or the number of end-of-life vehicles generated by their vehicles. This would create a more manageable and enforceable system, ensuring that the EPR obligations are met in a way that is both practical and efficient.</p>

Scrutiny	<p>As it stands, we understand that the introductory section aims to facilitate the individual fulfillment of EPR obligations. However, the proposed wording of the new subsection to Article 16 does not align with this objective. To effectively enable individual fulfillment of EPR obligations and ensure consistency with Recital (37), the first paragraph of Article 16 would need to be revised. As currently drafted, it only clearly defines collective fulfillment of EPR obligations by manufacturers, which does not reflect the intended flexibility for individual compliance.</p>
In favor	
In favor	
Object	<p>We maintain our concerns that the proposed changes are steering away from the purpose of the original vehicle passport. The Commission's proposal indicated that its purpose was to demonstrate compliance with circularity requirements for vehicles, whereas the latest proposals suggest a shift towards consolidating all vehicle-related information in one place. From this perspective, we support the proposed deletion of specific vehicle details (VIN, roadworthiness certificate, and certificate of destruction). However, we do not support the addition of point b3, sharing the commission concerns in the second paragraph of Article 13 (catalogue of spare parts for the vehicle type concerned, including the location of individual parts in the vehicle). A spare parts catalogue does not need to be included in this document. Additionally, it remains unclear how all original and non-original spare parts for a given vehicle type could be included in full detail.</p>

PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny



Member State	Question No	Reference Art	Question
Slovakia	1	part C, section 2 of Annex I	Do Member States agree with the proposal? (amendments of points 1 and 3, witch extend periods for the restoration plans)
	2	Article 6	Which of the following options do Member States agree with regarding the regime for post-consumer waste: a)The PPWR based approach; b)The PPWR based approach together with an additional provision concerning the list of countries whose recycled production can be counted towards the recycled content target set in paragraph 1;
	3	Article 2	Do Member States agree with the proposal? If not, can they accept the extension for L1e and L2e with some specific exclusions? If so, which ones?
	4		Which option do the MS prefer regarding the multi-stage approvals?
	5	Article 2	Do the MS agree with the inclusion of individual approvals?
	6	Article 22	Which option do the Member States prefer regarding article 22?

7	Article 22	Do the Member States see a need to apply any additional measures to ensure that the producer placing a vehicle on the market is identifiable?
8	Article 16, 17, recital 37	Do Member States accept the additions?
9	Article 19	Do Member States agree with the proposed amendments in Article 19?
10	Article 20	Do the Member States agree with the proposed amendments in Article 20(1)?
additional question	article 13	Can Member States accept circularity vehicle passport with new wording?

PUBLIC

MS position	MS Comments
In favor	SK can support the proposed extension from 2 years to 5 years together with the amendment.
Object	In this context, we cannot support the proposed provision of Article 6(2), which is the substantive position of the SK
Scrutiny	The SK is flexible with addition of category L1e and L2e if the whole category L will not be subject to type approval. Therefore, we do not agree that the entire L category should be type approved under this Regulation. We request that Articles 7, 8 and 9 should not apply to category L. Additionally, we would like to highlight that if the L1e and L2e categories are to be included, the changes to CRMA (Regulation 2024/1252) that were presented by the Commission at a previous group need to be made.
Object	The Slovak Republic does not support the removal of Article 2(2b). Only the standard vehicle should be subject to this Regulation. A multi-stage approved vehicle may have several producers. Considering that small producers (up to 1 000 units) may be involved and that they are excessively burdened, we cannot agree with the Presidency's proposal and therefore do not support either option.
In favor	The Slovak Republic may accept the proposal by PRES that the EPR fee will apply also for the individual approvals, if this will be the only provision that will apply to individual approvals under this Regulation.
Object	Slovakia has serious concerns about the proposed cost allocation mechanism in Article 22. In view of the remaining concerns and implementability, the best solution would be to remove the article

Object	Slovakia has serious concerns about the proposed cost allocation mechanism in Article 22. In view of the remaining concerns and implementability, the best solution would be to remove the article.
In favor	
In favor	
In favor	<p>In Article 20(1)(a), we propose to add the word 'nearest' authorised treatment facility, so that a situation does not arise where a salvage yard decides to transfer a vehicle to an ATF at the other end of the EU and the manufacturer is asked to reimburse the costs.</p> <p>In Article 20, proposed paragraph 1a, we propose to add the words "without legal successor"</p>
Object	<p>The UK remains in favour of setting the information in the Circularity vehicle passport at the vehicle type level and not at the level of the specific vehicle by VIN. Within 13(1), we support the Commission's previous proposal requiring passports to be interoperable with other passports under EU law. We do not support the provision of information on the availability and pricing of spare parts. There should not be consumer information for the vehicle owner. This is supposed to be information for ETFs and for collection facilities on how to process vehicles. We cannot support the addition of a new point b3 in paragraph 2, which refers to 'a catalogue of spare parts for the vehicle type concerned including the location of individual parts in the vehicle'. On the grounds of lack of added value, we support the removal of the point in paragraph 2 with b1) - declaration on the share of recycled content of plastic and the materials listed in Article 10(1) points c) to d). In addition, we would like to point out the need to remove</p>

PUBLIC

MS

Austria
Belgium
Bulgaria
Croatia
Republic of Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden

Position

-
In favor
Object
Neutral
Scrutiny

