

(English version)

Question for written answer E-003165/25
to the Commission
Lukas Mandl (PPE)
(31 July 2025)

Subject: Conducting valuations under the end-of-life vehicles (ELV) regulation

In 2023, the Commission launched a revision of the ELV Directive (2000/53/EC). A key element is the ‘digital circularity vehicle passport’.

1. How does the Commission ensure that the new rules on private car sales do not lead to disproportionate red tape and additional costs for citizens?
2. What measures are planned to make the implementation of the requirement to demonstrate the roadworthiness of vehicles workable and clear, in particular with regard to who may conduct the relevant vehicle appraisals?
3. How will the Commission ensure that the stricter rules actually prevent the export of non-roadworthy vehicles to non-EU countries effectively, without placing an unnecessary burden on the free internal market and private second-hand car trade within the EU?

Submitted: 1.8.2025

Answer given by Ms Roswall on behalf of the European Commission
(25 September 2025)

The Commission proposal for a regulation on End-of-Life Vehicles (ELV Proposal) ⁽¹⁾ is intended to address the issue of vehicles with ‘unknown whereabouts’, often traded, dismantled or exported illegally, while minimising the reporting burden in order to improve both traceability and enforcement.

The Circularity Vehicle Passport will ensure availability of digital information on the safe removal and replacement of vehicle parts and components. Access to this information will increase availability of second-hand spare parts and more cost-effective vehicle repairs — which benefits citizens directly. The Passport is not intended to trace vehicles ⁽²⁾.

The rules envisaged under the ELV Proposal do not restrict private car sales of roadworthy vehicles ⁽³⁾. While vehicle owners would be required to demonstrate that the vehicle is not an ELV to transfer its ownership, this can be providing a valid roadworthiness certificate — which possession is an existing legal obligation.

In its General Approach ⁽⁴⁾, the Council proposed more detailed rules for the documentation required to transfer the ownership of used vehicles. The Council exempts ⁽⁵⁾ sales of roadworthy vehicles by private individuals who are not economic operators ⁽⁶⁾.

The Impact Assessment ⁽⁷⁾ estimates that when the automated customs procedures are in place, exports of low-quality second-hand vehicles will be reduced by 65% by 2035. The costs associated with the establishment of these procedures will remain limited, benefiting from digitalisation synergies ⁽⁸⁾ between the ELV Proposal and the recently adopted Roadworthiness Package ⁽⁹⁾.

The European Parliament adopted its position on 9 September 2025. Negotiations with co-legislations will begin in order to finally shape the legislative text.

⁽¹⁾ Proposal for a regulation of the European Parliament and of the Council on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations (EU) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC, COM/2023/451 final.

⁽²⁾ Instead, their traceability will be ensured through the certificates of destruction and the digital exchange of vehicle-related information. For the certificate of destruction please refer to Article 25 of the ELV Proposal, for the digital exchange of the vehicle-related information please see in particular Article 38(5), Article 39(1), Article 40(2), Article 44 and Article 45.

⁽³⁾ https://environment.ec.europa.eu/topics/waste-and-recycling/end-life-vehicles/end-life-vehicles-regulation-details-proposal_en.

⁽⁴⁾ <https://www.consilium.europa.eu/en/press/press-releases/2025/06/17/circular-economy-council-adopts-position-on-the-recycling-of-vehicles-at-the-end-of-their-life/>.

⁽⁵⁾ Article 37(1) third subparagraph of the General Approach.

⁽⁶⁾ Where the sale is not concluded through distance contracts or online platforms.

⁽⁷⁾ Section 6.4 and Table 8.12 of the impact assessment: https://environment.ec.europa.eu/publications/proposal-regulation-circularity-requirements-vehicle-design-and-management-end-life-vehicles_en.

⁽⁸⁾ Section 8.5 including footnote 165 of the impact assessment.

⁽⁹⁾ https://ec.europa.eu/commission/presscorner/detail/en/ip_25_1083.