

(English version)

**Question for written answer E-001269/26
to the Commission
Katri Kulmuni (Renew)
(26 March 2026)**

Subject: Regulation is hampering the circular economy for vehicles

The EU's goal of stepping up carbon neutrality and the circular economy is the right one. When cars are scrapped, some parts can be used again. Intact parts can be fitted into other cars, meaning there is no need to manufacture new parts or send the entire car to be crushed. Today, however, more and more components are being programmed in such a way that they only work in the original car. It is of course in the manufacturers' interest that only their spare parts can be fitted into cars.

The current rules may lead to a situation in which the manufacturers can control the whole chain and divert parts for their own purposes rather than for re-use. Under the Batteries Regulation (EU 2023/1542), treatment facilities are required to hand over discarded waste batteries to producers who often want them sent directly for recycling, and vehicle dismantlers are not permitted to recondition batteries and resell them. Strict material recovery targets do not provide incentives for reuse — they only encourage recycling by crushing the battery.

Another problem that has been identified is that independent dismantlers are not actually guaranteed non-discriminatory access to networks of producer responsibility organisations with a view to making it possible for the dismantlers to prioritise reuse over recycling. Dismantlers are required to assess the condition and safety of the parts, but if they do not have access to the manufacturer's data (e.g. diagnostic data) and manufacturers are not obliged to provide it, the risks to dismantlers are high and, out of fear of liability, they might opt not to sell parts that would otherwise still be fit for re-use.

With the above in mind, is the Commission aware of the regulatory issues described above and is it intending to take steps to amend the relevant legislation?

Submitted: 26.3.2026

**Answer given by Ms Roswall on behalf of the European Commission
(6 July 2026)**

In July 2023, the Commission adopted a proposal for a new Regulation on End-of-Life Vehicles (ELVR)⁽¹⁾. On 12 December 2025, the European Parliament and the Council reached a provisional political agreement on the regulation.

If adopted, its Articles 7 and 11, in conjunction with Annex V to that regulation, will respectively regulate the design for removal and access to information on removal and replacement of electric vehicle (EV) batteries present in vehicles with specific obligations concerning digitally coded parts and components.

The battery passport established by Article 77 of the Batteries Regulation⁽²⁾ will also provide remanufacturers, second-life operators and recyclers with up-to-date information for the handling of batteries.

The forthcoming ELVR — Article 27(3)⁽³⁾ mandates that the vehicle, its parts and components, including the EV batteries, are treated in accordance with the waste hierarchy.

Article 24(2) of the forthcoming ELV Regulation allows the delivery of ELVs without its EV battery to authorised treatment facilities to remain free of charge for the last owner, to particularly enable a potential reuse, remanufacturing or repurposing option, under the condition that the battery is handled in a professional manner.

EV batteries remaining in the vehicle will be removed and further treated in accordance with the Battery Regulation. The Battery Regulation's recycling targets for recovery of materials do not disincentivise re-use as those targets apply only to waste batteries without a reuse potential that have entered a recycling facility.

Together these provisions help promote carbon neutrality and circularity for vehicles. The Commission has therefore not planned any amendments to the legislation.

⁽¹⁾ https://environment.ec.europa.eu/publications/proposal-regulation-circularity-requirements-vehicle-design-and-management-end-life-vehicles_en.

⁽²⁾ Regulation (EU) 2023/1542 of the European Parliament and of the Council of 12 July 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC, OJ L 191, 28.7.2023, p. 1-117.

⁽³⁾ Numbering subject to change in the ongoing lawyer — linguistic checks, latest version is available here: <https://data.consilium.europa.eu/doc/document/ST-6759-2026-INIT/en/pdf>.