

EUROBAT feedback on the update of the list of wastes – follow-up to Waste Expert Group meeting of 8 May 2024

7 June 2024

EUROBAT thanks the Commission for the opportunity to comment on the draft Annex to the upcoming delegated act on the update of the list of wastes, as presented during the expert group on waste meeting of 8 May 2024. While we support ending the fragmentation of battery-related waste codes in the EU, we would like to express our concerns regarding the complexity of the draft new codes and their practical implementability.

An easy-to-use approach is needed to streamline EU waste shipments in boost recycling.

EUROBAT maintains the views already shared in its feedback on the Joint Research Center's background paper on the List of Wastes of December 2023.

Different approaches towards lithium-ion battery waste codes among different jurisdictions lead to unpredictable and inflexible administrative procedures, disrupting the seamless exchange of goods within the internal market. The subsequent uncertainties, costs, and delays linked to the required shipment procedures continue to hinder flows of waste batteries that are crucial for achieving the Batteries Regulation's circularity goals.

Harmonizing waste codes for new battery chemistries at EU level is an important milestone in making the legislative framework on waste batteries more efficient, as recognized in our [election manifesto](#).

Therefore, it is surprising that the draft list proposed by the JRC would extend the number of battery-related waste codes to 30, down to only 8 in the current list. Specifically, the number of codes related to waste batteries as such would go from 8 to 15.

The proposed list, as presented on 8 May 2024, does not align with Recital 116 of the Batteries Regulation, according to which the list of waste "should be revised to reflect all battery chemistries, in particular the codes for lithium-based waste batteries, in order to enable proper sorting and reporting of such waste batteries", and with the global objective of supporting statistical controls and traceability of waste streams. Complexity will likely lead to a large number of errors in the reporting of waste batteries.

Policy-makers should remain aware that staff responsible for assigning waste codes in battery-manufacturing plants and recycling facilities may not all have the appropriate experience or training to match a particular battery type, waste fraction or manufacturing waste with the codes in a list as granular and technical as the one presented during the 8th of May meeting. Sodium-containing batteries in particular are allocated 4 different entries, with sodium nickel-chloride battery being assigned the generic code for nickel-based batteries, while sodium-ion batteries are split in two categories, given the uncertainty surrounding their qualitative and quantitative composition (page 70 of draft JRC Report).



The list needs to be simplified to prevent placing a disproportionate burden on waste battery handlers and their staff.

EUROBAT proposal: unified codes for all waste lithium-ion batteries and manufacturing waste of lithium-ion batteries.

We propose resolving this issue by establishing a unified code for the manufacturing waste of lithium-ion batteries and a single code for waste lithium-ion batteries.

Indeed, waste treatment companies might not have a certain code on their license and may use another code instead. Embracing an easy-to-use approach will streamline shipments within the EU.

About EUROBAT

EUROBAT is the association for the European manufacturers automotive, industrial and energy storage batteries. EUROBAT has more than 50 members from across the continent comprising more than 90% of the automotive and industrial battery industry in Europe. The members and staff work with all stakeholders, such as battery users, governmental organisations and media, to develop new battery solutions in areas of hybrid and electro-mobility as well as grid flexibility and renewable energy storage.

