

EUROBAT feedback on the update of the draft Commission delegated decision amending Decision 2000/532/EC as regards an update of the list of waste in relation to battery-related waste

EUROBAT, the European Association of Automotive and Industrial Battery Manufacturers, thanks the Commission for the opportunity to comment on the draft delegated act on the update of the list of wastes. We think that the complexity of the new list – specifically the high number of codes (55) – would be inapplicable on the ground.

While we support ending the fragmentation of battery-related waste codes across national or even regional lines, the harmonization will only reduce administrative burden if it provides business with an easy-to-use approach. We fear the high number of codes may weaken regulatory certainty.

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

Different approaches towards lithium-ion battery waste codes across 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 and adapting it to technical progress is an important milestone in making the legislative framework on waste batteries more efficient, in particular as regards the traceability of batteries 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 55, down to only 11 in the current list.

Specifically, the number of codes related to waste batteries as such would go from 6 to 36.

This clashes 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, 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 risks resulting in a large number of errors in waste batteries reporting.

Staff responsible for assigning waste codes in battery-manufacturing plants and recycling facilities may not have the appropriate training to match a particular battery type, waste fraction or manufacturing waste with the right codes in a list as granular and technical as the one proposed in the delegated act.

In addition, waste treatment companies might not have a certain code on their license and may use another code instead. Reducing the number of codes would ensure that waste treatment companies are not prevented from processing certain waste streams simply for failing to update their license in time.

While we acknowledge the proposed list has some internal coherence, another way of thinking could achieve the same benefits as regards waste traceability and single market harmonization while avoiding excessive complexity.



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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.