

# Circularity requirements for vehicle design and management of end-of-life vehicles

2023/0284(COD) - 09/09/2025 - Text adopted by Parliament, partial vote at 1st reading/single reading

The European Parliament adopted by 431 votes to 145, with 76 abstentions, **amendments** to 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.

The matter was referred to the committee responsible for interinstitutional negotiations.

The main amendments adopted in plenary are as follows:

## *Reusability, recyclability and recoverability of vehicles*

Each vehicle belonging to a type-approved vehicle type must be manufactured in such a way that it is: a) reusable or recyclable to a minimum of 85% by mass; b) reusable or recoverable to a minimum of 95% by mass. For each type of vehicle, manufacturers must, *inter alia*, check the completeness of the information received from suppliers.

## *Requirements for substances present in vehicles*

The presence of **substances of concern** in vehicles and in their parts and components should be minimised as far as possible to the extent needed to prevent adverse effects on human health and the environment, throughout their life-cycle.

The Commission should submit to the European Parliament and the Council a report on substances of concern and consider the adoption of delegated acts establishing a list of substances of concern applicable specifically to vehicles.

Any new type of vehicle that is type-approved, or any new parts or components placed on the market for such a vehicle, should contain **lead, mercury, cadmium or hexavalent chromium**.

## *Minimum recycled content of vehicles*

Members want the plastic used in each new vehicle type to contain a **minimum 20% of recycled plastic** within six years of the rules' entry into force. They also want manufacturers to meet a target of at least **25% within 10 years** of entry into force, if enough recycled plastic is available at non-excessive prices. **15%** of this recycled content target for plastics should be achieved by including plastics recycled from end-of-life vehicles. The methodology for calculating the recycled plastic content target should consider the best available recycling technology.

No later than two years after the date of entry into force of the Regulation, the Commission should adopt a delegated act establishing the minimum share of recycled steel from ferrous scrap and the minimum share of recycled aluminium and its alloys that must be present and incorporated in vehicle types to be type-approved. The delegated act should also set the date of application of the obligation to include a minimum share of recycled content. Members want the Commission to set **targets for recycled steel and aluminium and its alloys**, following a feasibility study.

No later than two years after the date of entry into force of the Regulation, the Commission should adopt a delegated act establishing the method for calculating and verifying the share of recycled aluminium and its alloys and the share of steel from ferrous scrap, and, where applicable, the share of low-carbon steel, which are present and incorporated in vehicle types.

### ***Extraction of certain parts and components from vehicles***

An amendment stipulates that manufacturers must not hinder the removal and replacement of vehicle parts and components through software updates. They must ensure access to software documentation and necessary diagnostic tools.

### ***Simplification***

The amendments made by the Members aim to streamline the regulatory framework without compromising its effectiveness. Therefore, unnecessary reporting requirements, such as the circularity strategy for each vehicle type, are reduced to reasonable requirements.

### ***Vehicle Circularity Passport***

From six years after the entry into force of the Regulation, each vehicle placed on the market should have a digital circularity passport, which is aligned and interoperable with, and where possible integrated into, other vehicle-related environmental passports established under Union law.

### ***Management of end-of-life vehicles***

Members have introduced **stricter rules** for end-of-life management and the export of used vehicles.

The resolution highlighted that parts and components should only be removed from end-of-life vehicles if there is a viable market for their recycling, reuse or refurbishment.

Three years after the new rules come into force, manufacturers should have extended producer responsibility, meaning they will have to bear the costs of collecting and processing vehicles that have reached the end of their life. Members want a better distinction between used and end-of-life vehicles, with an **export ban** on those considered end-of-life vehicles.