



ADVANCED RECHARGEABLE & LITHIUM BATTERIES ASSOCIATION

Single market strategy for 2025

RECHARGE recommendations

January 2025

RECHARGE welcomes the Commission's strategy to further develop a single market that enables companies to scale up and compete globally. Creating a truly integrated Single Market is critical for European competitiveness, as rightly stated in the call for evidence as well as in the recent Letta and Draghi Reports.

Batteries are pivotal in decarbonising energy generation, enabling additional Renewables and supporting the grid infrastructure, a pre-requisite for clean mobility, and powering the digital transformation – and when batteries are made and recycled in Europe, they create value on the continent. They are not only essential for the green transition – the growth of a domestic battery value chain ensures the basis for our industry to be part and lead the technological shift, and at the same time it creates and maintains future-oriented jobs. Without the development of a European battery value chain starting from access to raw materials, over cell and battery manufacturing to recycling, Europe will lose in the global race to electrification and clean tech leadership.

The batteries industry is in fact facing pressure: internally its competitiveness is hampered with increasing EU legislative requirements and targets **as well as concrete barriers to a true Single Market**, a slowing of the European (batteries/EV) demand and investments, while facing externally intense global competition.

In our feedback to the Single Market Strategy for 2025, **RECHARGE focuses on identifying these Single Market barriers as well as administrative and enforcement challenges which are specific to the batteries value chain:**

- **There is no true Single Market for waste: The existing barriers to the shipment of end-of-life lithium-ion batteries as well as waste intermediates across EU borders are significant and need to be urgently addressed. The intra-EU shipment needs to be harmonised and facilitated, so that spent batteries can easily and with no delay reach their recycling (or second life manufacturing) destination.**
 - The rules are not harmonized across Member States for the transport of waste, such as permitting/authorization of waste transport.
 - The new waste classifications in the updated List of Waste as regards in relation to battery related waste need to be implemented and enforced rigorously throughout Europe and in a harmonised manner across Member States. The transition time for implementing the new codes needs to be linked timewise to the facilitation of waste shipment inside Europe under the implementation of the Waste Shipment Regulation (WSR) with automated authorization procedures.
 - Member States need to mutually recognize a “pre-consented facility”: This means automatically recognize the pre-consented status of a recovery facility issued by a



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Competent Authority in one Member State by all EU Member States and introduce a fast-track notification procedure for intra EU waste shipments towards pre-consented recovery facilities, as well as introduce an automatic tacit consent from the Competent Authority when the shipment is just transiting a Member State.

- Fast-track notification procedure for intra EU waste shipments towards pre-consented recovery facilities: It is crucial for a competitive waste market that the WSR is successfully implemented in general and particularly that automated, digital authorisation requests will facilitate the operations with hazardous waste and reduce the administrative burden.
- Harmonised rule for the End-of-Waste Criteria needed: The interpretation of end-of-waste criteria varies significantly between Member States. Materials considered as 'waste' in one member state may be regarded as 'end-of-waste' (product) in another, leading to leakage of intermediates containing critical raw materials, such a 'black mass' (the material released during the shredding of lithium-ion battery (LiB) cells or modules, or from LiB manufacturing waste).
- Standardization of what "equivalent conditions" mean in the EU Batteries Regulation (EUBR) and the WSR to enforce harmonized application is key: Batteries waste may only be exported and recycled outside the EU to account for the Recycling Efficiency calculation and declaration if it is processed under 'equivalent conditions'. However, the definition of equivalent conditions, what is considered equivalent, and the enforcement of these rules are unclear, and depend on the interpretation and enforcement at Member State level.

- Producers according to the EU Batteries Regulation face administrative challenges regarding the non-harmonized implementation of the EU Batteries Regulation CHAPTER VIII (Management of waste batteries): The EUBR defines the extended producer responsibility minimum requirements on collection and recycling targets, distributor take-back and second life. Member States should be required to define the extended producer responsibility provided for in the EUBR, in accordance with the Waste Framework Directive and national law transposing that Directive. In addition, where the EUBR does not provide for full harmonisation in Chapter VIII, Member States should be able to provide for additional measures on those specific topics. This non-harmonised implementation of the Chapter VIII of the EUBR creates complex EPR implementation at MS-level. 'Producers' as defined in the EUBR need to approve their take-back systems and/or join/appoint an extended producer responsibility organization – all in accordance with the specific national legislation implementing the Chapter VIII of the EUBR which varies across 27 Member States.

RECHARGE is the European industry association for advanced rechargeable and lithium batteries. Founded in 1998, it is our mission to promote advanced rechargeable batteries as a key technology that will contribute to a more empowered, sustainable and circular economy by enabling decarbonised electricity and mobility, and cutting-edge consumer products. RECHARGE's unique membership covers all aspects of the advanced rechargeable battery value chain: from suppliers of primary and secondary raw materials, to battery and original equipment manufacturers (OEMs), to logistic partners and battery recyclers. www.rechargebatteries.org

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