

Greening the Islands **OBSERVATORY** **TASK FORCE**

The new Batteries Regulation and its impact on islands

Francesco Gattiglio, Policy Director, EUROBAT

#IslandsGreenWay



Batteries Regulation: timeline

	2020	2021				2022	
	Dec	Q1	Q2	Q3	Q4	H1	H2
Institutional Batteries Regulation milestones							
Publication proposal on a new batteries regulation	10						
Public consultation on the Batteries Regulation (deadline: 1 March)							
Development of Council position							
Development of Parliament position							
Negotiations Commission - Council- Parliament on the Batteries Regulation							
Publication on the new Batteries Regulation							



Batteries Regulation: why this proposal?

- The Batteries Directive is outdated (2006) and it does not consider new technologies and recent developments
- The Directive leaves too much room for interpretation to the Member States – preferable to move to a Regulation
- Batteries (and specifically li-ion batteries for electric mobility) are of strategic importance – Europe must produce them! Link with the European Battery Alliance
- Production needs to be sustainable: competitiveness through sustainability along the entire value chain (raw materials, production, performances, reuse, recycling)



Batteries Regulation: key EUROBAT takeaway

1. Good approach in general: considers the interaction between chemicals management, environmental protection and industrial strategy. But high administrative burden and issue of compliance
2. Approach on hazardous substances: creation of a new parallel process to restrict substances. Duplication of REACH!
3. EV batteries and industrial batteries with capacity above 2KWh will have to comply with minimum requirements on due diligence, performance, durability, recycled content and carbon footprint to be placed on the EU market → basically, a ban of batteries which are not « green »
4. In several cases, the diversity of batteries technologies and applications have not been respected



Batteries Regulation: focus on Green Public Procurement (Art 70)

Article 70 Green public procurement

1. **Contracting authorities**, as defined in Article 2(1) of Directive 2014/24/EU or Article 3(1) of Directive 2014/25/EU, or contracting entities, as defined in Article 4(1) of Directive 2014/25/EU **shall**, when procuring batteries or products containing batteries in situations covered by those Directives, **take account of the environmental impacts of batteries over their life cycle** with a view to ensure that such impacts of the batteries procured are kept to a minimum.
2. The obligation set out in paragraph 1 shall apply to any contracts entered into by contracting authorities or contracting entities for the purchase of batteries or products containing batteries and shall mean that these contracting authorities and contracting entities are obliged to **include technical specifications and award criteria based on Articles 7 to 10 [carbon footprint, recycled content, performance and durability]** to ensure that a product is chosen among products with significantly lower environmental impacts over their lifecycle.
3. The Commission shall, by 31 December 2026, adopt delegated acts in accordance with Article 73 supplementing this Regulation by establishing minimum mandatory green public procurement criteria or targets based on the requirements set out in Articles 7 to 10.



Batteries Regulation: requirements connected to Green Public Procurement

Scope: Rechargeable industrial batteries and electric vehicle batteries with internal storage and a capacity above 2 kWh

	Carbon footprint	Recycled Content	Performance and durability
Declaration	As of July 2024: obligation to declare the carbon footprint of batteries	As of January 2027: obligation to declare the amount of cobalt, lead, lithium or nickel recovered from waste present in active materials in new batteries	1y after entry into force: obligation to declare values of electrochemical performance and durability parameters
Performance classes	As of January 2026: obligation to bear a label indicating carbon footprint performance class		
Threshold	As of July 2027: maximum carbon footprint threshold to be placed on the market	As of January 2030, Minimum share of recycled content: 12% cobalt; 85% lead; 4% lithium; 4% nickel As of January 2035: 20% cobalt; 85% lead; 10% lithium; 12% nickel	As of January 2026: minimum performance and durability values to be placed in the EU market



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info@greeningtheislands.net
www.greeningtheislands.net