

The impact of the EU battery law on enterprises

What does the new battery law mean for the EU?

With 587 votes in favour, nine against and 20 abstentions, MEPs endorsed a deal reached with the Council to overhaul EU rules on batteries and waste batteries. The new law takes into account technological developments and future challenges in the sector and will cover the entire battery life cycle, from design to end-of-life.

How will EU regulation affect China's battery industry?

China's robust growth in power battery exports has elevated them to the status of one of the "new three items" in the country's exports, alongside electric passenger vehicles and solar batteries. The EU's Regulation is poised to exert significant influence on Chinese battery manufacturers, effectively compelling them to conform to standards.

Are batteries regulated in the EU?

Since 2006, batteries and waste batteries have been regulated at EU level under the Batteries Directive. The Commission proposed to revise this Directive in December 2020 due to new socioeconomic conditions, technological developments, markets, and battery uses. Demand for batteries is increasing rapidly.

How will EU Regulation 2023/1542 affect the battery industry?

The EU's Regulation 2023/1542 concerning batteries and waste batteries (henceforth "Regulation") officially came into effect on August 17 this year. This will significantly impact battery production, supply chain construction, and trade worldwide, with China's power battery industry and companies being the most affected.

Are EU Battery regulations a threat to energy security?

Although the EU battery regulations are relatively quiet on trade and investment, they are part of a broader geopolitical environment that has become increasingly concerned about the security of energy and critical mineral supply chains (Petitjean and Verheecke, 2023; Riofrancos, 2023; Torjesen, 2024).

Why did the European Commission propose a new battery directive?

The Commission proposed to revise this Directive in December 2020 due to new socioeconomic conditions, technological developments, markets, and battery uses. Demand for batteries is increasing rapidly. It is set to increase 14-fold globally by 2030 and the EU could account for 17% of that demand.

All economic operators placing batteries on the EU market, except for small and medium-sized enterprises, will be required to develop and implement this due diligence policy. In 2020, close to one half (47%) of portable batteries and accumulators sold in the EU were collected for recycling.

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The Regulation, which lays out ambitious new sustainability and transparency targets for a wide range of stakeholders engaged in the manufacture, use or import of batteries will have significant impact on OEMs ...

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EU automotive enterprises. That the automotive industry will evolve more in the next decade than in the previous century means that there will be major winners and losers as a consequence of the following challenges, which include: o Overdependence on world manufacturers outside the EU for EV battery propulsion "red flags" the high risk of repeating the photovoltaic panel bubble ...

As regards existing EU law, understanding the links between the new EU Batteries Regulation and EU law such as: (1) EU general product safety law and automotive law (e.g. General Product Safety Regulation (GPSR), Regulation (EU) 2024/1257, Regulation (EU) 2018/858, ELV etc); (2) EU chemical law (e.g. REACH, CLP, RoHS, etc); (3) EU waste law ...

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On 17 August 2023, the EU approved a new law ensuring support for sustainable, circular battery value chains. In developing the EU Batteries Regulation, the European Commission acknowledges the key role batteries will play in Europe and the wider world's transition to a green energy economy.

The new law takes into account technological developments and future challenges in the sector and will cover the entire battery life cycle, from design to end-of-life. Key measures foreseen by the regulation: A compulsory carbon footprint declaration and label for electric vehicles (EV) batteries, light means of transport (LMT) batteries (e.g ...

The EU has implemented a sweeping new regulation that imposes significant obligations on manufacturers, importers, and distributors of batteries in the European market. The EU battery regulation was adopted ...

In this installment of our "Electrification in the Age of Deglobalization" series, we unpack the EU's new battery regulation and assess its impact on industry players. It is important that players act now to ensure ...

Approved in June 2023, the European Union's new battery regulations (2023/1542) represent what is arguably the most comprehensive effort on the part of a single ...

Key measures of the new battery regulations include restrictions on mercury, cadmium and lead, mandatory

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carbon footprint declarations and labeling for rechargeable industrial batteries, light vehicle batteries and electric vehicle batteries with a capacity greater than 2kWh, as well as requirements for all economic operations. due ...

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Batteries will have to carry a label that reflects their carbon footprint so that their environmental impact is more transparent. This will be mandatory for electric vehicle batteries (EV), light means of transport batteries ...

Approved in June 2023, the European Union's new battery regulations (2023/1542) represent what is arguably the most comprehensive effort on the part of a single free trade area to regulate the full lifecycle of production, distribution, consumption, and disposal of long-life batteries, including the lithium-ion varieties that are now commonly ...

Regulation (EU) 2023/1542 concerning batteries and waste batteries. WHAT IS THE AIM OF THE REGULATION? It aims to ensure that, in the future, batteries have a low carbon footprint, use minimal harmful substances, need fewer raw materials from non-European Union (EU) countries and are collected, reused and recycled to a high degree within the EU.

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