

Environmental Omnibus – Simplification of some requirements and reduction of administrative burden (Regulation)

Joint EGMF - FEM Position on Draft Report ENVI PR(2026)788000

Brussels, 30 June 2026

EGMF, the European Garden Machinery Federation, and FEM, the European Handling Machinery Federation, welcome the report of the Rapporteur Susana Solís Pérez and its efforts to strike a balance between simplification of administrative requirements and environmental protection. As associations representing manufacturers of rechargeable portable and industrial batteries, the proposed changes to the Regulation 2023/1542 on Batteries and Waste Batteries (hereinafter the BBWR) target provisions of great relevance and impact on competitiveness. While the current report is a valuable start, we believe there is room for improvement, in particular as regards definitions and labelling obligations.

This joint position paper calls on the European Parliament's Committee on Environment, Climate and Food Safety to:

- Clarify the conditions for digital labelling, adopt the QR Code as the standard technology, and make a clear distinction between the frameworks for digital labelling and for the Battery Passport,
- Maintain the use of English as the minimum physical labelling language and the option of digitally provided translations,
- Repeal the transport-specific blanket definition for spare parts,
- Align the timelines of the enforcement of the QR Code and the battery labelling requirements,
- Ensure that the Battery Passport reporting requirements only apply once the full regulatory and implementation framework has been finalised,
- Amend the definition of "Substance of Very High Concern" in accordance with the REACH Regulation.

In the following pages, you will find a detailed explanation for each of our recommendations and a table comparing the report's proposal with our amendments.

AM 6 – Harmonised labelling and marking requirements

The undersigned associations agree with the introduction of a “digital-first” approach for labelling. Allowing core documentation to be provided exclusively in digital form avoids unnecessary duplication of information and ensures space optimisation. This direction is appropriate in the context of the soon-to-be-completed Omnibus IV Regulation on digitalisation and common specification, as well as the upcoming application of the Battery Passport. **However, the conditions for the digital fulfilment of information obligations need further elaboration.**

- The reference to “printed documentation, paper-based marking or document accompanying a battery” relies on general wording which does not refer to any legally established administrative requirement originally expected in paper form. The existing legal framework already provides for a mandatory QR Code (Article 13, paragraph 6 of the BBWR) granting access to the declaration of conformity, the annual due diligence report, the information on the prevention and management of waste batteries, and, for the applicable battery categories, the Battery Passport. Taking into account the context of these provisions, that is, labelling and marking requirements, **the amendments should identify the QR Code as the technology fulfilling digital labelling and should clarify that the documentation eligible for optional electronic form falls within the scope of requirements included in the same Article.**
- The criteria for identifying the allocation of the digital label do not mention the possibility of directly affixing it on the packaging of the battery. **Article 13, paragraph 7, provides that labels and QR Code shall be alternatively affixed in the packaging when certain conditions do not allow for direct battery surface engraving.** The packaging can function as “middle layer” between the product and its accompanying document, and, given the size and method of use of portable detachable batteries, it can be the most viable option to ensure the label is visible without compromising the product’s functionality.
- The same subparagraph specifies that the information in the digital label must be up to date and accessible free-of-charge to end-users, economic operators, market surveillance authorities and waste management operators “*in accordance with their respective access rights*”. Such a specification lacks an appropriate contextual and regulatory basis: **the harmonised labelling requirements, whether physical or digital, concern general battery information that is publicly accessible by default. The phrasing used in the draft report echoes the provisions governing the incoming Battery Passport, which, in contrast to the battery label, includes dynamic data and a four-level access model outlined in Annex XIII of the BBWR.** As it currently stands, the proposed amendment risks generating serious uncertainties and ambiguity. We therefore recommend the complete deletion of Article 13(a), paragraph 1, point (c).
- The second paragraph specifies that the separate collection symbol referred to in Article 13(4) is excluded from the option of a digital label. **The original Article 13(6) includes the symbol in the list of information to be displayed via the QR Code.** This position paper recommends amending the BBWR accordingly.
- **EGMF and FEM support the proposed amendment regarding the digitalisation of minimum language requirements.** With the prospect of mainstreaming digital labelling, it is sufficient to make translations available digitally, while affixing physical labels in English, where present. This provision goes in the right direction towards simplification and modernisation of compliance. We strongly urge to maintain the third paragraph of the new Article 13(a).

AM 10 – Substances of Very High Concern

EGMF and FEM welcome the amendment to Annex VI aligning the threshold triggering labelling obligations with the REACH Regulation. However, this does not address the concerns inherent in the

definition of “Substance of Very High Concern” (Article 3(1), new point 69) proposed by the Commission and maintained by the draft report. Under this wording, Substance of Very High Concern means a substance fulfilling the criteria laid down in Article 57 of Regulation 1907/2006 (from now on the REACH Regulation) and identified in accordance with Article 59(1) of said Regulation, or any substance fulfilling the criteria laid down in Article 57 of REACH and listed in Annex VI of Regulation 1272/2008 (CLP Regulation). This definition goes significantly beyond the designation of Candidate List of REACH as it encompasses thousands of substances subject to harmonised classification in accordance with the hazard criteria of the CLP Regulation. From an operational perspective, it is extremely challenging for manufacturers to retrieve data from the supply chain on all the CLP-relevant substances present in the batteries. **To avoid unnecessarily complex reporting, EGMF and FEM urge limiting the scope of hazardous substances to be labelled to the well-established and recognised Candidate List.**

AM 4 – Definition of spare parts

In the context of the proposed targeted exemptions for spare parts for starting, lighting and ignition batteries and electric vehicle batteries placed on the market exclusively as spare parts for vehicle models which production has been permanently discontinued, the Rapporteur includes a new definition of spare parts aligned with the transport-focused [Regulation 2018/858](#). **What is problematic is that the Rapporteur’s report uses this legal reference in the newly added Article 3(1), point 69(a) dedicated to the general definitions, which would make it applicable to all batteries within the scope of the BBWR.** To ensure consistency, predictability and, most importantly, spare parts compatibility, we recommend removing this new point from Article 3 and adopting this definition strictly in the context of batteries placed on the market as spare parts for vehicle models that are no longer in production.

AM 9 – Derogations on the Battery Passport

- **EGMF and FEM agree the proposed postponement of the application of the rules on the Battery Passport for batteries placed on the market or put into service pursuant to supply or customer contracts concluded before the date of entry into force of the Batteries Regulation. While this new provision can be considered generally positive, it leaves operators who must comply from February 2027 facing uncertainties regarding the enforcement of reporting rules that have not yet been implemented.** These include, but are not necessarily limited to, the carbon footprint declaration referred to in Article 7(1) and (2) and the information on responsible sourcing as indicated in the report on battery due diligence policy referred to in Article 52(3). During the stakeholders’ webinar on the Battery Passport organised by DG GROW on the 27th of May 2026, the Commission announced that the reporting obligations which implementation is still pending – such as the abovementioned – will not be applicable as long as they are not formally enforceable through their respective implementing and delegated regulations. **We recommend that the European Parliament follows the same approach.**
- In addition to the lack of implementing framework for certain requirements, **a risk of consistency arises between the transitional periods applicable to the labelling obligations under Articles 13(1)-(3) and the general obligation to affix a QR code under Article 13(6).** While Articles 13(1)-(3) provide a transitional period of 18 months after the entry into force of the relevant implementing act, Article 13(6) automatically requires the QR code to be affixed from 18 February 2027, – which would provide access to the Battery Passport for the relevant battery categories–, without any safeguard clause against the delayed adoption of the implementing acts. **EGMF and FEM recommend addressing these misaligned timelines through a staged approach that would postpone the obligation of making minimum**

labelling information under Annex VI of the BBWR accessible via the QR Code 18 months after the entry into force of the implementing acts under Article 13(6), whether it leads to the Battery Passport or not.

Recommendations

In light of the above, FEM and EGMF recommend that the ENVI Committee takes into consideration the following amendments:

| Reference | Draft Report | EGMF - FEM |
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| Draft report ENVI PR(2026)788000 Amendment 3 Article 1 – paragraph 6 a (new) | In Article 1, the following paragraph is added: '6a. Articles 7 and 8 shall not apply to starting, lighting and ignition batteries and electric vehicle batteries placed on the market exclusively as spare parts for vehicle models no longer in production before the application dates of those Articles, to the extent that the relevant required in Articles 7 and 8 was not available at the time the vehicle model concerned was in production. Chapter VII shall not apply to starting, lighting and ignition batteries and electric vehicle batteries placed on the market exclusively as spare parts for vehicle models no longer in production before the application dates of the requirements established in that Chapter. | In Article 1, the following paragraph is added: '6a. Articles 7 and 8 shall not apply to starting, lighting and ignition batteries and electric vehicle batteries placed on the market exclusively as spare parts for vehicle models no longer in production before the application dates of those Articles, to the extent that the relevant required in Articles 7 and 8 was not available at the time the vehicle model concerned was in production. Chapter VII shall not apply to starting, lighting and ignition batteries and electric vehicle batteries placed on the market exclusively as spare parts for vehicle models no longer in production before the application dates of the requirements established in that Chapter. <i>For the purposes of this paragraph, "spare parts" means spare parts as defined in Article 3, point (23), of Regulation (EU) 2018/858 of the European Parliament and of the Council.'</i> |
| Draft report ENVI PR(2026)788000 Amendment 4 Article 3 – paragraph 1 – point 69 a (new) | "spare parts" means spare parts as defined in Article 3, point (23), of Regulation (EU) 2018/858 of the European Parliament and of the Council.; | "spare parts" means spare parts as defined in Article 3, point (23), of Regulation (EU) 2018/858 of the European |

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| Draft report ENVI PR(2026)788000 Amendment 6 Article 1 – paragraph 1 – point 2 a (new) | (2a) The following article is inserted: 'Article 13a Digital fulfilment of information obligations 1. Where this Regulation requires information to be provided by means of a physical label, printed documentation, paper-based marking or document accompanying a battery, that requirement shall be deemed fulfilled where such information is made available exclusively through a digital label provided that: (a) the digital label is affixed to the battery, or, where this is not possible due to the nature or size of the battery, to the documents accompanying the battery; (b) the information accessible through the digital label is complete, accurate and up to date; and (c) the information is accessible free of charge to end-users, economic operators, market surveillance authorities and waste management operators in accordance with their respective access rights under this Regulation. | (2a) The following article is inserted: 'Article 13a Digital fulfilment of information obligations 1 <i>The labelling requirements referred to in Article 13(1), (2), and (3)</i> shall be deemed fulfilled where the information is made available exclusively <i>digitally through the QR Code referred to in paragraph 6 of this Article</i> provided that: (a) the digital label is affixed to the battery, or, where this is not possible due to the nature or size of the battery, <i>to the packaging and</i> to the documents accompanying the battery; (b) the information accessible through the digital label is complete, accurate and up to date.; and (c) the information is accessible free of charge to end-users, economic operators, market surveillance authorities and waste management operators in accordance with their respective access rights under this Regulation. |
| Regulation (EU) 2023/1542 Article 13 – paragraph 6 | 6. From 18 February 2027, all batteries shall be marked with a QR code as described in Part C of Annex VI. The QR code shall provide access to the following: - (a) for LMT batteries, industrial batteries with a capacity greater than 2kWh and electric vehicles batteries, the battery passport in | 6. From 18 February 2027 <i>or 18 months after the date of entry into force of the implementing act referred to in paragraph 10, whichever is the latest</i> , all batteries shall be marked with a QR code as described in Part C of Annex VI. The QR code shall provide access to the following: - (a) for LMT batteries, industrial batteries |

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| | <p>accordance with Article 77;</p> <ul style="list-style-type: none"> - (b) for other batteries, the applicable information referred to in paragraphs 1 to 5 of this Article, the declaration of conformity referred to in Article 18, the report referred to in Article 52(3) and the information regarding the prevention and management of waste batteries laid down in Article 74(1), points (a) to (f); - (c) for SLI batteries, the amount of cobalt, lead, lithium or nickel recovered from waste and present in active materials in the battery, calculated in accordance with Article 8. | <p>with a capacity greater than 2kWh and electric vehicles batteries, the battery passport in accordance with Article 77;</p> <ul style="list-style-type: none"> - (b) for other batteries, the applicable information referred to in paragraphs 1 to 5 3 of this Article, the declaration of conformity referred to in Article 18, the report referred to in Article 52(3) and the information regarding the prevention and management of waste batteries laid down in Article 74(1), points (a) to (f); - (c) for SLI batteries, the amount of cobalt, lead, lithium or nickel recovered from waste and present in active materials in the battery, calculated in accordance with Article 8. |
| <p>Regulation (EU) 2023/1542 Article 77 – paragraph 2</p> | <p>2. The battery passport shall contain information relating to the battery model and information specific to the individual battery, including resulting from the use of that battery, as set out in Annex XIII.</p> <p>The information in the battery passport shall comprise:</p> <ul style="list-style-type: none"> (a) information accessible to the general public in accordance with point 1 of Annex XIII; (b) information accessible only to notified bodies, market surveillance | <p>2. The battery passport shall contain information relating to the battery model and information specific to the individual battery, including resulting from the use of that battery, as set out in Annex XIII.</p> <p>The information in the battery passport shall comprise:</p> <ul style="list-style-type: none"> (a) information accessible to the general public in accordance with point 1 of Annex XIII; (b) information accessible only to notified bodies, market surveillance |

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| | <p>authorities and the Commission in accordance with points 2 and 3 of Annex XIII; and</p> <p>(c) information accessible only to any natural or legal person with a legitimate interest in accessing and processing that information for the purposes referred to in points (a) and (b) of the third subparagraph in accordance with points 2 and 4 of Annex XIII.</p> | <p>authorities and the Commission in accordance with points 2 and 3 of Annex XIII; and</p> <p>(c) information accessible only to any natural or legal person with a legitimate interest in accessing and processing that information for the purposes referred to in points (a) and (b) of the third subparagraph in accordance with points 2 and 4 of Annex XIII.</p> <p><i>The information laid down in points 1 and 4 of Annex XIII shall be made available and accessible only after the date of application of the delegated and implementing acts related to such information.</i></p> |
| <p>Proposal for a Regulation COM (2025) 981 – Recital 7</p> | <p>Pursuant to Article 13 of Regulation (EU) 2023/1542, batteries should bear a label indicating the presence of hazardous substances. In line with Recital (44) of that regulation, it is necessary to add further precision on the scope of the substances that need to be labelled by referring to substances of very high concern identified in accordance with Regulation (EC) No 1907/2006 or Regulation (EC) 1272/2008.</p> | <p>Pursuant to Article 13 of Regulation (EU) 2023/1542, batteries should bear a label indicating the presence of hazardous substances. In line with Recital (44) of that regulation, it is necessary to add further precision on the scope of the substances that need to be labelled by referring to substances of very high concern identified in accordance with Regulation (EC) No 1907/2006. or Regulation (EC) 1272/2008.</p> |
| <p>Proposal for a Regulation COM (2025) 981 – Article 1 – Amendments to Regulation (EU) 2023/1542</p> | <p>Regulation (EU) 2023/1542 is amended as follows:</p> <p>(1) Article 3(1) is amended as follows:</p> <p>[...]</p> <p>the following point (69) is added: ‘substance of very high concern’ means any substance</p> | <p>Regulation (EU) 2023/1542 is amended as follows:</p> <p>(1) Article 3(1) is amended as follows:</p> <p>[...]</p> <p>the following point (69) is added: ‘substance of very high concern’ means any substance</p> |

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| | <p>which fulfils the criteria laid down in Article 57 of Regulation (EC) No 1907/2006 and is identified in accordance with Article 59(1) of that Regulation, or any substance which fulfils the criteria laid down in Article 57 of Regulation (EC) No 1907/2006 and listed in Annex VI of Regulation (EC) 1272/2008.'</p> | <p>which fulfils the criteria laid down in Article 57 of Regulation (EC) No 1907/2006 and is identified in accordance with Article 59(1) of that Regulation, or any substance which fulfils the criteria laid down in Article 57 of Regulation (EC) No 1907/2006 and listed in Annex VI of Regulation (EC) 1272/2008.'</p> |
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About EGMF

The European Garden Machinery Federation (EGMF) represents large and small manufacturers of garden, landscaping, forestry, and lawn maintenance equipment and is registered in Europe since 1977. Through its 37 member bodies – 7 national associations and 30 companies – EGMF represents about 20,5 million cordless and corded units placed on the European market every year, accounting for around 80% of garden machinery, and EGMF members employ over 120,000 people in the EU.

About FEM

The European Materials Handling Federation has represented European manufacturers of materials handling, lifting and storage equipment since it was founded in 1953. FEM currently consists of 15 members, 13 from the EU, as well as UK and Türkiye. They are the driving forces in promoting a common vision for FEM industries and in maintaining the European materials handling, lifting and storage industry's position of leader on the world market. In total, FEM represents more than 1,000 companies with about 160,000 employees, covering around 80% of all eligible European companies. It thus accounts for more than half of the world's total production.

Contacts

EGMF

e-mail: euaffairs-environment@egmf.org

Website: www.egmf.org

Transparency register ID number: 82669082072-33

FEM

e-mail: environment@fem-eur.com

Website: www.fem-eur.com

Transparency register ID number: 24068881115-97