European ELV Regulation approved: a historic step for circular vehicle recycling

Brussels, 18 June 2026

The European Parliament today approved the final text of the new European regulation on end-of-life vehicles (ELVs) in Strasbourg. This marks a significant milestone in the transition towards a more circular automotive sector in Europe. The new regulation replaces the existing ELV Directive from 2000 and introduces an ambitious and forward-looking framework for vehicle design, the reuse of parts and the recycling of materials.

The original proposal was published by the European Commission on 13 July 2023. The regulation contains extensive new obligations for all parties involved in the value chain, including vehicle manufacturers, importers, producer responsibility organisations, authorised treatment facilities, shredding companies and public authorities. In addition, the scope is significantly expanded to include, among other things, motorcycles and heavy commercial vehicles.

The text has been thoroughly discussed and amended in recent years by both the European Parliament and the Council of the European Union. On 25 February 2026, the Permanent Representatives of the Member States (COREPER) already approved a final compromise text, which was reached following intensive negotiations between the European Commission, the Parliament and the Council.

With today's vote, the European Parliament has taken the final major step in the legislative process. Following publication in the Official Journal of the European Union, the Regulation will apply directly in all Member States.

What will change with the new ELV Regulation?

The new European ELV Regulation introduces a series of measures designed to enhance the circularity of vehicles throughout their entire life cycle. The focus is shifting from mere end-of-life recycling to an integrated approach in which vehicles are designed from the outset to be prepared for reuse, repair and high-quality recycling.

Greater responsibility for vehicle manufacturers

Extended producer responsibility is being further strengthened for vehicle manufacturers. Among other things, they will be required to provide information necessary for the dismantling, repair, maintenance and recycling of vehicles. In addition, they remain responsible for organising and eventually financing an effective collection and treatment system for end-of-life vehicles.

The regulation also imposes new requirements regarding the use of recycled materials in new vehicles. For instance, targets are introduced for the use of recycled plastics and other secondary raw materials. To increase transparency in the supply chain, a digital vehicle passport is also being introduced, in which key information on materials, components and circularity is collected.

Stricter rules on exports and traceability

To combat the illegal export of end-of-life vehicles, exporters must henceforth be able to demonstrate that an exported vehicle is not an end-of-life vehicle. This will have to be done, among other things, by means of technical checks and additional documentation.

In addition, stricter requirements are being introduced for the registration of the origin of end-of-life vehicles and the traceability of parts and materials. Tested and certified reusable parts will no longer be considered waste, which facilitates their further use in the circular economy.

Mandatory recycling targets for plastics

A key new development is the introduction of specific targets for the recycling and use of plastics. In the long term, at least 30% of the total average weight of plastics in new vehicles must come from recycled materials. In this way, Europe aims to stimulate demand for secondary raw materials and reduce dependence on primary fossil raw materials.

Greater transparency in the recycling chain

The regulation also contains provisions to strengthen transparency and cooperation within the recycling chain. Organisations responsible for implementing producer responsibility will have to organise their selection procedures for chain partners in a transparent and objective manner. In addition, additional dismantling obligations are

being introduced for specific components and materials to further promote high-quality recycling and reuse, in case it is not possible to obtain the same quality by post-shredding technologies, in cases where the same quality cannot be achieved using shredding technologies.

The regulation is regarded as one of the most ambitious pieces of circular economy legislation worldwide and is expected to serve as a model for future regulations in other regions.

Important role for the ELV Forum

In the coming years, the practical implementation of the regulation will be further refined through delegated and implementing acts. The recently established **ELV Forum** will play a key role in this, in collaboration with the European Commission and the various stakeholders involved (see below).

The forum will actively contribute to the practical and efficient implementation of the new regulations and provide support for the further development of technical and operational guidelines.

"The adoption of this regulation marks a historic moment for the European vehicle recycling sector. It creates a solid framework for designing, using and recycling vehicles in an even more circular manner, and will make a significant contribution to the conservation of valuable raw materials in Europe," explains Catherine Lenaerts, Director of Febelauto and Chair of the ELV Forum.

Febelauto welcomes new European ELV Regulation

Febelauto is particularly pleased with the adoption of the new European ELV Regulation. The new legislation provides a forward-looking framework to further strengthen the circular economy within the automotive sector and creates greater clarity for all stakeholders in the chain.

As the PRO for end-of-life vehicles in Belgium, Febelauto has actively contributed to the preparation of this new legislation in recent years. The establishment of the international ELV Forum was an important first step in this regard, aimed at promoting the exchange of knowledge and cooperation between the various European producer responsibility organisations and stakeholders.

Febelauto is convinced that successful implementation of the regulation is only possible through close cooperation between vehicle manufacturers, importers, recycling companies, public authorities and other relevant partners. With over 25 years' experience in the management of end-of-life vehicles - and more recently also in the recycling of batteries from electric and hybrid vehicles, the organisation is ready to actively support the sector in this transition.

To prepare all stakeholders as effectively as possible for the new obligations, Febelauto is planning a series of informative workshops and consultation sessions for late 2026. During these sessions, the key changes to the regulation will be explained and participants will have the opportunity to ask questions and share experiences. In this way, Febelauto aims to contribute to a smooth, efficient and uniform implementation of the new European regulations in Belgium.

Downloads & further information

Photographic material and the digital version of this press release are available on the website of Febelauto and the ELV Forum. For interviews and further information, please contact:

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Appendix

About the ELV Forum

The ELV Forum is an international non-profit organisation that brings together organisations active in the field of extended producer responsibility (EPR) for end-of-life vehicles, as well as other relevant stakeholders from various countries. The ELV Forum is an initiative of the Belgian and Dutch producer responsibility organisations, Febelauto and ARN respectively.

The association aims to contribute, in a structured and authoritative manner, to the development of applicable, effective and binding regulations regarding end-of-life vehicles and circularity in the automotive sector.

All activities of the ELV Forum are aimed at supporting a sustainable and circular future for vehicles and automotive materials.

More info on elvforum.org

About Febelauto

The non-profit organisation Febelauto was founded in 1999 by various trade associations active in the automotive sector. Its mandate is twofold: in Belgium, it acts as the PRO for both end-of-life vehicles and batteries from electric, hybrid and plug-in hybrid vehicles. Febelauto's mission is to support sustainable vehicle recycling and contribute to a circular economy.

- End-of-life vehicles: Febelauto promotes and coordinates the collection, treatment and recycling of end-of-life vehicles. It collects all relevant data on this and reports it to its members and the authorities. In doing so, it ensures the environmentally sound treatment of end-of-life vehicles by authorised centres and shredding facilities.

- EV batteries: Since 2018, Febelauto has also been appointed by importers as the PRO for batteries from electric, hybrid and plug-in hybrid vehicles.

To ensure efficient cooperation, they organise regular consultations with interest groups and the three regional authorities. They also provide the necessary information to all their stakeholders: private individuals, professional end-users, authorised centres, recycling operators and public authorities.

More info at febelauto.be

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