

Establishment of a producer responsibility company for high-energy batteries

The EU's new battery regulation requires that anyone importing cars with high-energy batteries must be a member of a producer responsibility company. Based on 18 years of experience with the Autoretur model for scrapped vehicles, the boards of BIL and Autoretur believe that **the automotive industry itself should establish, own and operate a new producer responsibility company for high-energy batteries (EV batteries)** .

The boards are therefore planning to establish "Autoretur Battery Recycling ", as a subsidiary of Autoretur. This will bring a number of benefits to BIL's members, and the new company will:

- Meet the requirements of the EU's new battery regulation, and **administer the return scheme** on behalf of the industry and the individual importer.
- Ensure the **legally required reporting** to the Norwegian Environmental Agency on behalf of the members.
- Ensure a good return system with **high target achievement** in terms of recycling rate and environment.
- Negotiate agreements with recycling companies on behalf of importers so that the offer is good and **cost-effective**.
- Satisfy the authorities' guarantee requirements through Autoretur, without members having to inject new capital.

Background

Autoretur is the automotive industry's own producer responsibility company for end-of-life vehicles, but does not include EV batteries. The EU's new battery regulation now requires importers and distributors of EV batteries in the EEA to be members of a collective producer responsibility scheme. As for end-of-life vehicles, membership in an approved producer responsibility scheme for EV batteries in Norway will now be mandatory. The deadline for establishing a producer responsibility company is 18 August 2025. Individual fulfillment of producer responsibility will only occur in exceptional cases.

The reason for the change is that the number of electric cars in Europe is increasing rapidly. The raw materials used to produce batteries are also a scarce resource, so the reuse and recycling of critical raw materials is important. In a short time, car importers will have to handle a significant volume of discarded high-energy batteries. In Norway alone, the return volume is expected to increase from the current few hundred batteries to 40-50,000 per year within five years. In the long term, there is reason to believe that approximately as many high-energy batteries will be discarded as new electric cars are sold.

Why should Autoretur / BIL create a producer responsibility company for EV batteries?

The boards of Autoretur and BIL are positive about the solution outlined by the Norwegian Environment Agency with mandatory membership in a collective producer responsibility scheme. We believe it is important to establish a well-functioning return system now - so that this is fully operational before the large return volumes arrive in a few years. BIL and Autoretur also believe that it is most appropriate for the industry itself to establish the producer responsibility company. Through Autoretur, BIL has good experience in establishing, owning and operating the producer responsibility scheme for scrapped vehicles - and believes this is the best model for EV batteries as well.

A privately owned producer responsibility company for EV batteries offers many benefits for its members

Through tenders for operations, competition is created at the collection and treatment stage, and car importers can thereby be assured of the environmentally best, and at the same time the cheapest and most cost-effective solution.

In the future, we will provide more information about the changes in the EU Battery Regulation and the Norwegian Battery Regulation, the consequences for the industry and the plans to establish " Autoretur Battery Recycling " at member meetings and through changing materials.