

PROPOSED REPLACEMENT EU ACT

INITIAL ASSESSMENT OF IMPACT

Date: Proposal Stage

DSC REF: DSC/08a/2025

Proposed Replacement EU Act

Proposal for a regulation of the European Parliament and of the Council on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations (EU) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC

[EUR-Lex - 520223PC0451 - EN - EUR-Lex](#)

This Regulation will amend Regulations (EU) 2018/858 and 2019/1020 and repeal Directives 2000/53/EC and 2005/64/EC

[Regulation - 2018/858 - EN - EUR-Lex](#)

[Regulation - 2019/1020 - EN - EUR-Lex](#)

[Directive - 2000/53 - EN - EUR-Lex](#)

[Directive - 2005/64 - EN - EUR-Lex](#)

This proposed EU act amends Regulation (EU) 2018/858 and repeals directive 2005/64/EC. Both of those instruments appear in Annex 2 of the Windsor Framework, under Heading 9. Motor vehicles, including agricultural and forestry tractors.

Summary of the Proposed EU Act

The proposed regulation aims to repeal and combine elements of the currently separate instruments for the management of end-of-life vehicles and vehicle type approval into a single instrument. The elements in scope are those with respect to reusability, recyclability and recoverability which require manufacturers to demonstrate compliance with those recyclability requirements at the type approval stage.

Its main objective is to establish a closer link between vehicle construction and their end-of-life management, improving circular design to increase the recovery of materials from end-of-life vehicles. It focuses on three main aspects: the recyclability of vehicles, the management of end-of-life vehicles and the export of used vehicles.

The proposed type-approval requirements place obligations on manufacturers to use at least 25% of plastic recycled from post-consumer waste including from end-of-life vehicles, restrict the use of lead and other heavy metals, and to not hinder the removal of parts that can be reused. These requirements will apply six years from the date the Regulation enters into force.

Manufacturers will be required to prove compliance at the type-approval stage. They will have to provide a circularity strategy setting out the actions each will take to follow-up on their obligations and provide information on the safe removal and replacement of vehicle parts. These requirements will apply three years after the regulation enters into force.

Department(s) Responsible

Type approval is a reserved matter. The Secretary of State for Transport has primary responsibility for type approval. The associated department is the Department for Transport (DfT).

Department for Environment Food and Rural Affairs (DEFRA) have an interest in this proposed regulation inasmuch as it relates to achieving Net Zero by 2050 and broadly aligns with the government's commitment to reduce waste by moving to a circular economy.

The Infrastructure Minister and her Department have an interest in the amendment of Regulation (EU) 2018/858 and the repeal of directive 2005/64/EC as they relate to vehicle type approval.

Initial Assessment of Impact

As this is a fully reserved matter and the responsibility of UK Government, DfT has provided their initial assessment.

DfT have advised that in regard to the application of this proposal to Northern Ireland, the EU has not notified the UK of its intention on application of this proposal to the Windsor Framework, so it is uncertain which elements it will seek to apply. EU legislation concerning the treatment of end-of-life vehicles is not currently included under the Windsor Framework, however type-approval legislation is and so they have further considered the potential policy and legal implications of the type approval changes as set out in the Explanatory memorandum attached as Appendix 1 to this Annex.

In summary, DfT are advising that none of the measures in question will affect the movement or sale of vehicles in Northern Ireland. A manufacturer will still be

able to obtain a single UKNI approval for the whole of the UK. UKNI approval will continue to be sufficient to sell into both the NI and GB markets, and manufacturers who hold EU type approval will also continue to be able to sell into the NI market using that approval.

It does not therefore appear likely that the application of the proposed replacement EU act would have a significant impact specific to everyday life of communities in Northern Ireland in a way that is liable to persist.

UK Government Explanatory Memorandum

An Explanatory Memorandum (EM) was completed by the Department for Transport (DfT) in April 2024 and is attached as Appendix 1. We have drawn from that document in the completion of the Summary and Initial Assessment sections of this form.

We understand that DfT are currently drafting an updated EM and liaising with DEFRA to clarify any responsibility they may have. This is unfortunately not yet available.

Analysis by the European Commission on its Impact Assessment

Working documents for the EU Commission's Impact Assessment and Executive Summary of the Impact Assessment Report are available here:

Impact Assessment Report - [52023SC0256](#)

Executive Summary of the Impact Assessment Report - [52023SC0257](#)

Departmental Engagement

DfI have engaged with DfT officials on this matter during the creation of the EM of April 2024 and continue to engage with DfT officials on the creation of an updated EM.