



Battery Pass

CONTENT GUIDANCE

QUESTION 3

Who is responsible for the digital battery passport, and when do they need to take action?

The economic operator who places the battery on the market or puts it into service is responsible for meeting the battery passport requirements. This can be either the manufacturer or the importer.

The term ‘manufacturer’ refers to any natural or legal person that manufactures a battery or has a battery designed or manufactured and markets that battery under its own name or trademark or puts it into service for its own purposes. The ‘importer’ is established within the EU and places a battery on the market from a third country. The economic operator is explicitly allowed to authorise another operator “to act on their behalf”.

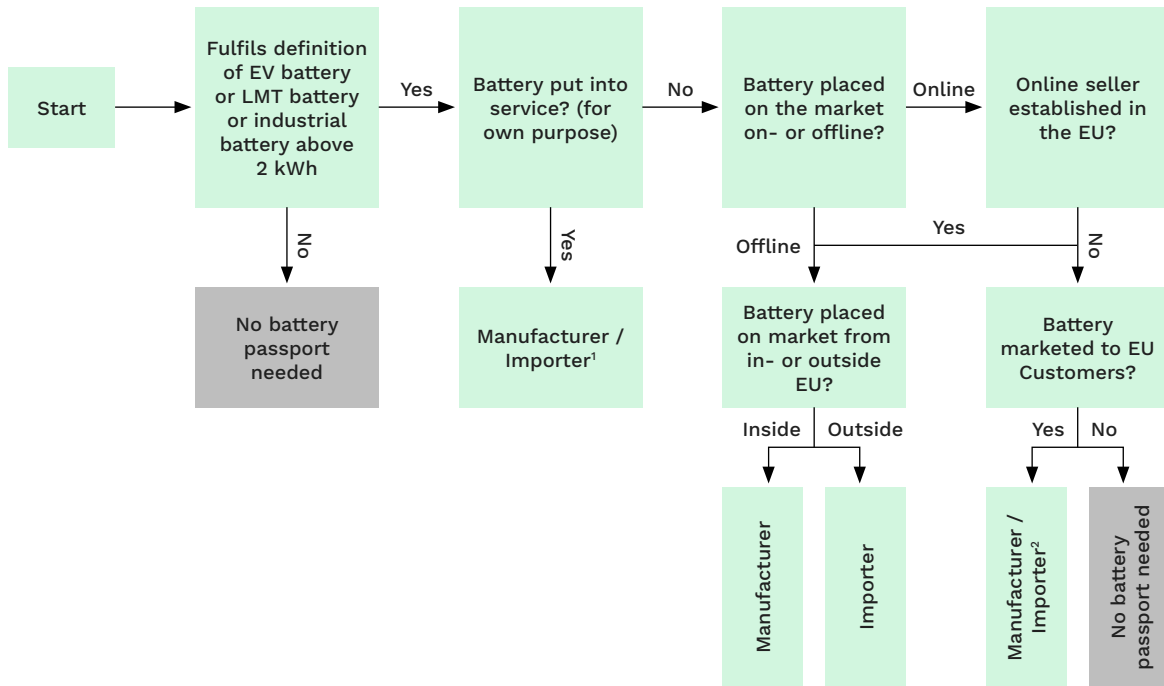
For example, if an EU-based car manufacturer buys battery cells and assembles them into an electric vehicle battery, they are considered the manufacturer and thus the economic operator responsible for the battery passport.

The main responsibilities for the battery passport include creating a new battery passport, as well as updating and storing the information within it.

[THEBATTERYPASS.EU](https://thebattery.eu)



Either the “manufacturer” or “importer” are responsible for the battery passport

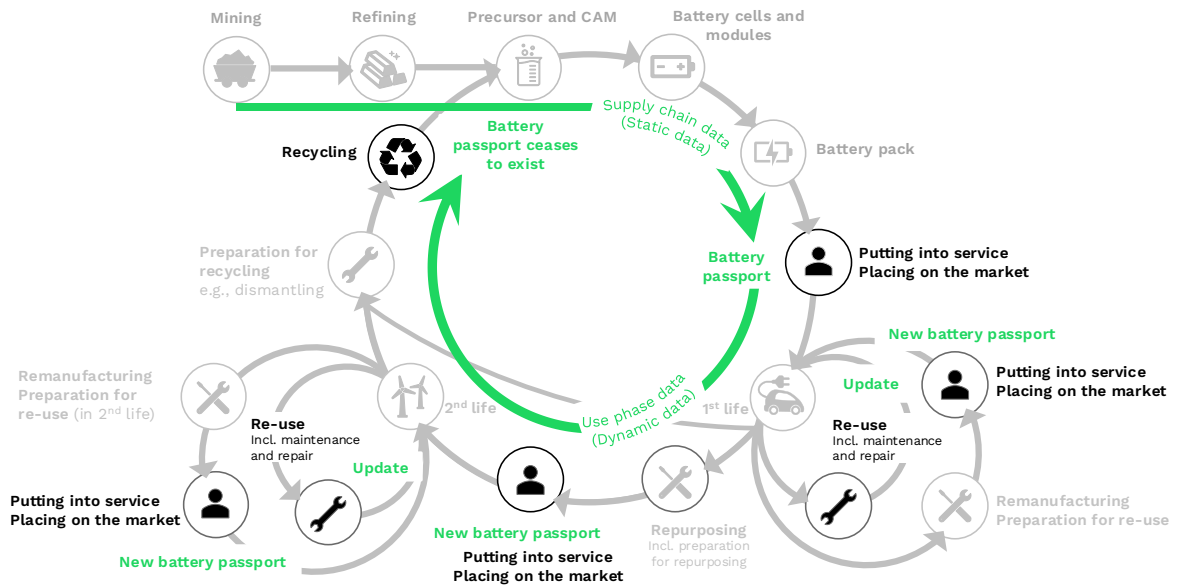


1) Battery Pass understanding, not clearly defined in Battery Regulation

2) Depending on who is targeting EU consumers



Core responsibilities for the battery passport comprise the issuing of a (new) battery passport as well as updating and storing the information



1) Treatment of manufacturing and processing waste as well as collection and transport can occur between all activities within the value chain

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