

Battery Regulation Webinar 14 Nov 2025 Questions & Answers

General questions on product requirements / the Batteries Regulation

- **The Batteries Regulation gives the impression that a European subsidiary of a non-European battery manufacturer could be appointed as an authorised representative for CE marking purposes for batteries imported from Asia inside device packaging, and that this would in practice be necessary so that all possible and even impossible producer responsibilities belonging to the manufacturer do not fall on us. Are there any known precedents for how such a process works? For waste matters, we can of course report to Recser ourselves, but CE-marking-related responsibilities and documentation are too burdensome. At present, we assemble the batteries into devices in Finland, and the Finnish importer representing the battery manufacturer we use is unable to help.**
 - *Tukes: With regard to the import itself and product compliance, the CE marking is affixed and the Declaration of Conformity (DoC) is drawn up by the product manufacturer, and this responsibility cannot be outsourced by the manufacturer. The authorised representative acts on behalf of the manufacturer in the EU and ultimately ensures, among other things, that these documents are available when required. The responsibilities of the importer are set out in Article 41 of the Regulation, immediately after the responsibilities of the authorised representative (Article 40). The importer is responsible, among other things, for checking that the battery is CE-marked, ensuring that documentation is available through some means, and stating its contact details on the packaging or in another accompanying document.*
- **How can we ensure that the labelling and information requirements for batteries are met when we import and distribute medical devices containing a battery, where the battery cannot be accessed without opening the sales packaging and/or without a service technician?**
 - *Tukes: When the manufacturer draws up the EU Declaration of Conformity, the manufacturer takes responsibility for the battery complying with the requirements laid down in the Regulation. The manufacturer must also draw up technical documentation for the product, showing all markings and information relating to the device, which must be available to importers and distributors.*
- **What requirements does ADR (transport of dangerous goods) impose on batteries under the new Batteries Regulation regarding safety and labelling? Or conversely, what battery safety and labelling issues must be considered from an ADR perspective?**
 - *Tukes: Traficom's regulation "Transport of Dangerous Goods by Road" (TRAFICOM/473662/03.04.03.00/2022) contains the technical requirements for road transport of dangerous goods, including classification, labelling, documentation, etc.*
- **Have any requirements been introduced for battery management systems (BMS)? For example, how many battery cells must be monitored? Must each cell be monitored individually, or may a monitoring group contain several cells? Are there limits on the number of cells in a monitored group?**
 - *Tukes: Each cell does not need to be monitored separately; they may be monitored as a group when they form a functional entity.*
- **As the Batteries Regulation and national rules in EU countries continue to develop, are there estimates as to whether non-EU countries are increasingly introducing corresponding regulations or requirements?**
 - *Tukes: Tukes has no information on legislation or regulatory preparations in other countries.*

- *Recser: To our knowledge, the EU Batteries Regulation is being incorporated into the Agreement on the European Economic Area. No detailed information on the timetable or content is available.*
- **What should consumers know about this topic, and how does the Regulation improve the consumer's position?**
 - *Tukes: Proper recycling and disposal of batteries is important. With the Regulation, battery labelling will become clearer and consumers will receive more information, such as information on extinguishing agents for battery fires and hazardous substances contained in batteries. The new Regulation will also make battery replacement and removability easier from a consumer perspective, while improving safety.*
- **Who supervises, and how, that batteries ordered directly by consumers from China comply with the Batteries Regulation?**
 - *Tukes: Tukes is the competent market surveillance authority in Finland. If a consumer orders from outside the EU, they do so at their own responsibility [At your own risk | Finnish Safety and Chemicals Agency \(Tukes\)](#)*
- **Is there any checklist that an importer could use for product requirements? It would also be useful to have a clear list somewhere of the roles and responsibilities of different economic operators.**
 - *Tukes: Tukes' website is currently being updated. Information on the requirements of the Batteries Regulation will be compiled on the website. The Tukes website also contains general information on the roles and responsibilities of different economic operators.*
- **Have any additional instructions been issued concerning the battery passport?**
 - *Tukes: Not yet.*
- **Who will maintain the EU battery passport database?**
 - *Tukes: This is not yet known.*
- **Article 13(1) states that the markings referred to in Annex VI, Part A must be added to batteries by 18 Aug 2026 or 18 months after the implementing act. Has the implementing act been published, or is there information on the timetable? It was supposed to be published on 18 Aug 2025. When must the Annex VI, Part A markings be present on batteries?**
 - *Tukes: There is no information on the timetable yet. The Commission is preparing the implementing act.*
- **If a battery is installed in a product, must the battery markings be visible on the product in which it is installed?**
 - *Tukes: If the battery is in a product, the markings may be on the battery itself as well as in the documents supplied with the product and on the packaging.*
- **Do the labelling requirements apply at cell, module, or battery level?**
 - *Tukes: The labelling requirements apply to batteries. If a cell or module is sold as a separate product, it is considered a battery and must be labelled. However, if the battery inseparably contains cells or modules, these do not need to be labelled separately; the requirement applies to the whole battery.*
- **The capacity marking requirement was also included in both the upcoming marking requirements and the 2024 requirements. Are additional requirements coming?**
 - *Tukes: The requirement is mentioned in both because battery classification is changing. Commission Regulation 1103/2010 applies to portable batteries and vehicle batteries. Under the EU Batteries Regulation (EU) 2023/1542, the capacity marking requirement applies to portable batteries, batteries for light means of transport, and vehicle batteries.*

- **Is it acceptable, for practical reasons, to provide the importer's details of a battery installed in a device in the device's instruction manual?**
 - *Tukes: Yes. According to Article 13, the information must be affixed to the packaging and to the documents accompanying the battery if it is not possible or justified to affix the markings directly to the battery due to its nature or size.*
- **Article 13 – QR codes will be introduced on 18 Feb 2027. How will this be implemented when products are sold to different EU countries? Must the information accessible via the code be available in Finnish and Swedish? Will the importer in Finland need to add its own QR code to products if the manufacturer's QR code does not cover all languages?**
 - *Tukes: Product information must be available in the languages specified by the Member State. This question will have to be revisited once the Commission's implementing act has been adopted. The Language Act (423/2003, Section 34) sets requirements for information provided on consumer goods.*
- **If a battery is ordered from Germany but the product is shipped directly from China, what then?**
 - *Tukes: In problem situations, the consumer can turn to the German company.*
- **Where can information be found on which medical devices are not subject to the requirement for removable batteries? This concerns hearing aids with fixed batteries that can currently only be removed by the manufacturer or authorised service centres.**
 - *Tukes: So far, the Commission has published guidance related to Article 11. The Commission is preparing a list that has not yet been published: [Batteries Regulation – list of products exempted from the general removability and replaceability r...](#)*
- **Module D1 – Are there still no notified bodies?**
 - *Tukes: None so far.*

Battery product safety

- **What new requirements does the Batteries Regulation introduce from a battery product safety perspective?**
 - *Tukes: Under the new Regulation, specific requirements are laid down for testing battery safety parameters, as well as requirements for performance and durability. The Regulation introduces substance restrictions for substances of concern and requires an EU Declaration of Conformity for batteries under the Batteries Regulation, verifying that the product complies with its requirements. These measures improve battery product safety. Previously, batteries already required a Declaration of Conformity for EMC, so this documentation requirement is not entirely new.*
 - *Safety must also be considered for stationary battery-based energy storage systems, which must successfully undergo testing for various safety parameters, as must individual batteries. New markings also improve battery safety.*
- **When a used battery is reused or remanufactured, is it considered a new product from a safety perspective? How does this affect CE marking and conformity assessment?**
 - *Tukes: When a battery is reused or remanufactured, a supplementary conformity assessment must be carried out to verify that it still meets the Regulation's requirements. At that point, it is considered a new product from a safety perspective. The product must bear CE marking, and the original manufacturer is no longer responsible for it.*

- **Under Article 74, producer responsibility organisations must provide end users and distributors with the necessary safety instructions for handling waste batteries. What must these cover?**
 - *Tukes: According to the Batteries Regulation, the instructions must cover safe collection, storage, transport, recycling, and final treatment, as well as related risks such as fire, explosion, and leakage. Further information is available from the Pirkanmaa ELY Centre.*
- **What is the correct extinguishing agent that will be instructed?**
 - *Tukes: There is no information on this. The manufacturer is responsible for the information in Annex VI.*
- **Is the English term for the declaration of conformity “EU Declaration of Conformity”?**
 - *Tukes: Yes.*
- **Who in Finland can provide official guidance for consumers on how to approach initial firefighting of lithium-ion battery fires, particularly regarding personal safety and substances such as hydrogen fluoride?**
 - *Tukes: In battery fires, as in all fires, inhalation of combustion gases and compounds should be avoided. It is impossible to give unequivocal instructions beyond that. The Emergency Services Academy has implemented a project called “Fire safety and preparedness guidelines for the lifecycle of lithium-ion batteries (LION project)”, which included a consumer perspective. All recommendations are available on their website: <https://www.pelastusopisto.fi/tutkimus-ja-kehitys/hankkeet/litiumioniakkujen-elinkaaren-paloturvall....> Direct link to the guideline for households: <https://www.pelastusopisto.fi/wp-content/uploads/Litiumioniakkupaloihin-varautuminen-kotitalouksiss...>*
- **Has the significantly lower thermal runaway risk of LFP batteries compared to NMC batteries been considered in these articles?**
 - *Tukes: To our knowledge, different battery chemistries have not been specifically considered in projects such as LION. Regardless of chemistry, manufacturers must meet the information requirements of the Batteries Regulation.*

Battery damage

- **Have any trends been observed in battery fires, or are there particular fire or product types of concern?**
 - *Tukes: No clear trend is visible in Tukes’ statistics; insurance companies may have more detailed data.*
- **How many battery damage cases have involved compensation claims against the battery manufacturer under Section 3 of the Product Liability Act? Are there examples, and how are such cases investigated to verify whether the battery was defective?**
 - *Tukes: Tukes does not have this information.*
- **When will property owners (e.g. apartment buildings) receive guidance from insurance companies regarding charging batteries such as those of e-bikes and e-scooters, if at all?**
 - *Tukes: The results of the LION project include guidance for such locations. Insurance companies’ loss prevention guidelines provide further information.*

Other topics

- **"1. Power tool batteries are charged at construction sites using varying practices. A cabinet system is becoming the most popular option, with a separate lockable compartment for each user, including 1–2 sockets. What requirements or restrictions might apply to such cabinets?**

- Tukes: In Germany, a national standard for charging cabinets (VDMA 24994/2024) has reportedly been developed, but it is not generally required. The LION project publications contain further information. There are no legal requirements for these cabinets.
- **2. Battery banks / energy storage systems are expected to increase significantly in the near future as their benefits and requirements become better understood. Are there already requirements for battery storage, or anything that should be considered now?**
 - Tukes: Manufacturers must ensure product compliance, and other economic operators must ensure that transport and storage do not compromise compliance. If batteries are stored on a very large scale, the quantity of battery chemicals may require consideration of industrial handling requirements.
- **Required markings on collection containers when transporting different batteries from customers to collection points**
 - Tukes: Collection containers must display the UN number, information on the contents being transported, ADR hazard labels, lithium battery markings where required, and orientation arrows for batteries containing liquid.
- **Can distributors in other EU countries be obliged to join a local producer responsibility organisation?**
 - Recser: A distributor can only be required to join a producer responsibility organisation if they meet the definition of a producer in that country. Otherwise, the obligation cannot be transferred to the distributor.
- **Does extended producer responsibility apply to all industrial batteries, or only to industrial batteries placed on the market after 18 Aug 2025?**
 - Recser: Extended producer responsibility applies to all industrial batteries, not only those placed on the market after 18 Aug 2025. Industrial batteries have been covered by producer responsibility since 2008 (Directive 2006/66/EC). In Finland, however, an exception under Section 53(2) of the Waste Act has allowed producers and battery holders to agree otherwise on waste management costs. This exception is repealed because the enabling directive ceased to apply on 18 Aug 2025. Under the Regulation, a collective, nationwide collection and waste management system must be established for all industrial batteries.
- **Is it acceptable, for practical reasons, to provide importer details for a battery installed in a device in the device's instructions?**
 - Tukes: If the information cannot be affixed to the battery due to its nature, it must be provided on the packaging and in the documents supplied with the battery.
- **Where can all producer requirements be found in one place, preferably with examples?**
 - Tukes: The updated Tukes battery webpages are being prepared to compile the Regulation's requirements. Producer responsibility issues are centralised in Finland at PIR-ELY.
- **Can you provide a link to the portal where draft documents will be published?**
 - Tukes: The portal is the European Commission's Have Your Say, where battery-related initiatives can be filtered under "Published initiatives": [Published initiatives](#)
- **Could you clarify the turnover thresholds for due diligence requirements? The slides showed €45 million, which appears to be changing to €150 million, but elsewhere figures of €450 million / €1.5 billion are mentioned.: <https://www.loyensloeff.com/insights/news-events/news/the-omnibus-endgame-eu-parliaments-anticipat...>**
 - Tukes: The thresholds shown on Tukes' slides related to the turnover threshold for due diligence policy under the Batteries Regulation, which is proposed to be amended in the Omnibus IV proposal. The figures in the linked article relate to the Corporate

Sustainability Due Diligence Directive (CSDDD) and the Corporate Sustainability Reporting Directive (CSRD).

- **Are battery sorting requirements becoming stricter compared to EWC codes under the new Batteries Regulation? Probably not for consumers, but what about businesses?**
 - *Recser: Under the Batteries Regulation, all end users must in future separate waste batteries from other waste streams and deliver them to separate collection points organised by producers or producer responsibility organisations. Following updates to the EU waste catalogue (EWC codes), almost all batteries will in principle be classified as hazardous waste. As a result, businesses must comply with packaging, labelling, and transfer document requirements for hazardous waste. However, businesses are not required to further sort batteries by type based on EWC codes—separating batteries from other waste and packaging them appropriately is sufficient.*
- **How are consumer products containing batteries or cells recycled? Do they go into WEEE or battery recycling?**
 - *Recser: If the battery or cell can be removed from the device, it should be returned to a battery collection point to ensure safe and efficient waste management. If removal is not possible, the device can be returned with the battery to WEEE collection (www.serkierratys.fi). The battery is removed during WEEE pre-treatment and then sent for battery processing.*
- **Where should product counterfeiting be reported, e.g. a clearly counterfeit Huawei phone battery sold as genuine?**
 - *Tukes: Product counterfeiting is a matter for the police. The original manufacturers are also likely to be very interested in such cases.*