GS1 in Europe

The Global Language of Business



QUICK GUIDE · ALL BATTERY CATEGORIES

Preparing for the EU Battery Regulation

How GS1 standards can support implementation for portable, LMT, SLI, industrial and electric vehicle batteries

Battery Regulation (EU) 2023/1542
Based on the GS1 in Europe category guidelines, release 1.0

Version 0.6
November 2026

One regulation, five battery categories

From 18 February 2027, batteries must bear a QR code in accordance with Article 13, subject to the Regulation's provisions on placement. For LMT, EV and industrial batteries above 2 kWh, it leads to a battery passport.

Regulation (EU) 2023/1542 covers the whole battery lifecycle and applies in stages. It requires identification, information access and evidence, but does not prescribe how. GS1 standards offer one possible, interoperable way to implement them.

START BY CHECKING THE CATEGORY

Category	**Portable** QR info page	**LMT** Passport	**SLI** QR info page	**Industrial ≤ 2 kWh** QR info page	**Industrial > 2 kWh** Passport	**EV** Passport
Who it covers (Art. 3(1))	Sealed, ≤ 5 kg, not industrial, EV, LMT or SLI. Incl. AA, AAA, button cell, 9 V	Sealed, ≤ 25 kg, traction for e-bikes, e-scooters and other light vehicles	Starting, lighting or ignition; may also serve auxiliary or backup use	Industrial use or repurposed for it, or > 5 kg and not EV, LMT or SLI	As industrial, with capacity > 2 kWh. Most stationary storage systems	Traction for vehicles of category M, N or O, or category L above 25 kg
QR code leads to (from 18 Feb 2027)	Information page, Art. 13(6)(b)	Individual battery passport	Information page, Art. 13(6)(b) + (c)	Information page, Art. 13(6)(b)	Individual battery passport	Individual battery passport
Suggested GS1 link type	**gs1:pip**	**gs1:dpp**	**gs1:pip**	**gs1:pip**	**gs1:dpp**	**gs1:dpp**

How to read this guide

Each topic page summarises what the Regulation requires, then shows per category how GS1 standards can support it. **Passport** marks categories with an individual passport (shaded); dates marked * are conditional. The wording shows the status of each statement: *"the Regulation requires"* is a legal obligation; *"the GS1 General Specifications define"* is a normative GS1 rule; *"can"*, *"suggested"* and *"possible GS1 implementation"* are recommendations of this guide; **Example** marks an illustration.

Disclaimer

Work in progress, based on legislation as of 13 November 2026. Not legal advice: only the texts in the Official Journal of the EU are binding, and each operator remains responsible for its own compliance. GS1 standards are not required by the Regulation.

Status of this guidance. This guide does not create, modify or replace any GS1 standard. It describes how existing GS1 standards can support implementation of Regulation (EU) 2023/1542. Identifier allocation, data carrier and data-sharing rules remain governed by the applicable normative GS1 standards. Where this guide differs from a normative GS1 standard, the normative GS1 standard prevails.

How GS1 standards can help

GS1 does not certify batteries or host passports. It provides common identifiers, links and data-sharing standards that operators can use to find the right information for the right battery.

Building blocks for battery data

Identify the battery. Capture its identity in the QR code. Share its information along the value chain.

IDENTIFY

Which battery, party or unit?

The GS1 General Specifications define GTIN for trade items such as a battery model, with batch/lot or serial for a batch or one item; GLN for parties and locations; SSCC for logistic units.

GTIN · GTIN + batch/lot · GTIN + serial · GLN · SSCC

↓

CAPTURE

How is it read?

A GS1 implementation can encode the identifier in the QR code as a GS1 Digital Link URI, readable by any smartphone or scanner. Batch and serial numbers can travel in the same code.

QR code · GS1 Digital Link URI

↓

SHARE

Where is its information?

A resolver can link the identifier to the passport (gs1:dpp) or information page (gs1:pip). GDSN may support master data where attributes are available; EPCIS and CBV can share events.

Resolver · gs1:dpp / gs1:pip · GDSN · EPCIS · CBV

What GS1 standards do not do

GS1 identifiers, QR codes and event records help find and link evidence. They do not prove conformity, decide a battery's category or an operator's role, replace an authority-issued number, or make a web page a passport. GDSN attribute coverage for battery data must be verified.

Example

Manufacture
GTIN + serial or batch

Supply
SSCC · EPCIS

Use
QR code · Digital Link

Repair, repurpose
EPCIS events

Collection
GLN · SSCC

Recycling
GLN · EPCIS

Identification and data granularity

The right level of identification depends on what the information is needed for.

WHAT IT IS ABOUT

The Regulation requires manufacturers to identify each battery model, with a batch or serial number, product number or other element, on the battery or, if impossible, on its packaging or documents (Art. 38(6)). It requires a unique identifier for each passport battery (Art. 77(3)).

Level	GS1 key	Typical use
Model or trade item	GTIN	Shared specification, labels, declaration of conformity
Production batch	GTIN + batch/lot	Batch evidence, recovered content per plant and year, recall scope
Individual battery	GTIN + serial	Battery passport, state of health, service history
Logistic unit	SSCC	Pallets, cages, containers. Does not identify the batteries inside
Party, function, site	GLN	Manufacturers, producers, plants, collection points

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Category	Suggested GS1 implementation	Practical notes
Portable QR info page	**GTIN, or GTIN + batch/lot if data varies by batch**	No serialisation needed just for the QR code. Where a multipack constitutes a separate trade item under GS1 GTIN Management Standard, it is assigned its own GTIN, which does not identify each battery.
LMT Passport	**GTIN + serial number**	The Regulation requires a passport per battery. Keep links to the model and, where relevant, the batch.
SLI QR info page	**GTIN; + batch/lot for records and recall**	Serial numbers where warranty or fleets need them. The GTIN identifies the battery, not the vehicle.
Industrial ≤ 2 kWh QR info page	**GTIN or GTIN + batch/lot**	The information need decides the level. Serial numbers are an implementation choice.
Industrial > 2 kWh Passport	**GTIN + serial number**	Not every module needs its own passport. A module placed on the market on its own may itself be a battery: assess its category and capacity (Art. 3(1)(1)–(3), 77(1)). A module that is a separate trade item gets its own GTIN under GS1 GTIN Management Standard.
EV Passport	**GTIN + serial number**	The vehicle keeps its own identifier; a VIN does not replace the battery identifier.

GS1 keys as defined in the GS1 General Specifications. These are implementation recommendations for the Battery Regulation and do not modify GS1 identifier allocation rules.

QR code and battery passport

From 18 February 2027, batteries must bear a QR code in accordance with Article 13, subject to the Regulation's provisions on placement. It opens an information page or the battery passport.

WHAT IT IS ABOUT

The Regulation requires the QR code on the battery or, where that is not possible, on the packaging and accompanying documents (Art. 13(6)–(7)). For passport batteries, the operator placing the battery on the market attributes a unique identifier complying with ISO/IEC 15459, keeps the passport accurate and uploads the identifier to the EU registry (Art. 77). The passport must stay available, interoperable and access-controlled (Art. 78).

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Category	**Portable** QR info page	**LMT** **Passport**	**SLI** QR info page	**Industrial ≤ 2 kWh** QR info page	**Industrial > 2 kWh** **Passport**	**EV** **Passport**
The QR code gives access to	Labels, declaration of conformity, due-diligence report, waste info (Art. 74)	Individual battery passport (Annex XIII)	As portable, plus recovered Co, Pb, Li and Ni (Art. 13(6)(c))	As portable	Individual battery passport. Establish the capacity first	Individual battery passport (EV-specific fields)
Suggested GS1 Digital Link URI	**/01/...** **/10/...**	**/01/...** **/21/...**	**/01/...** **/10/...**	**/01/..., or** **/01/.../10/...**	**/01/...** **/21/...**	**/01/...** **/21/...**
Suggested link type	**gs1:pip**	**gs1:dpp**	**gs1:pip**	**gs1:pip**	**gs1:dpp**	**gs1:dpp**
Registry upload (Art. 77(10))	–	• Yes	–	–	• Yes	• Yes

For passport batteries

In the URI, /01/ is the GTIN, /10/ the batch/lot and /21/ the serial number. A GTIN combined with a serial number can provide individual battery identification using GS1 standards. Operators remain responsible for ensuring that their identifier implementation fulfils Article 77 and applicable implementing or delegated acts. Access rights are enforced by the passport service, not the link.

For other batteries

A QR code is a data carrier, not a passport. A possible GS1 implementation links one stable product information page to the full Art. 13(6)(b) set. The QR code does not replace physical labels or CE marking.

The GS1 Digital Link link types shown in this guide are GS1 implementation mechanisms. They are not prescribed by Regulation (EU) 2023/1542.

Product requirements and evidence

Rules depend on the category and, for industrial batteries, on capacity and use.

WHAT IT IS ABOUT

The Regulation applies restricted substances (Art. 6) to all batteries, and carbon footprint (Art. 7), recovered content (Art. 8), performance (Art. 9–10), stationary safety and state of health (Art. 12, 14) to some.

WHICH REQUIREMENTS APPLY

Requirement	**Portable** QR info page	**LMT** Passport	**SLI** QR info page	**Industrial ≤ 2 kWh** QR info page	**Industrial > 2 kWh** Passport	**EV** Passport
Restricted substances	•	•	•	•	•	•
Carbon footprint	–	• 2028* / 2030* / 2031*	–	–	• 2026* / 2027* / 2029* ext.: 2030* / 2032* / 2033*	• 2025* / 2026* / 2028*
Recovered content	–	• 2033 / 2036	• 2028* / 2031 / 2036	–	• 2028* / 2031 / 2036 not ext.	• 2028* / 2031 / 2036
Performance	• general use: 2028*	• 2024; minima 2028*	–	–	• 2024; minima 2027* not ext.	• 2024 (document)
Stationary safety	–	–	–	Stationary only	Stationary only	–
State of health	–	• 2024	–	Stationary only	Stationary only	• 2024, incl. SOCE

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Requirement	Possible GS1 implementation
Carbon footprint	GTIN + batch/lot from one plant, with the plant's GLN; Digital Link for access
Substances, recovered content	GTIN + batch/lot, plant GLN and production year link declarations per model, year and plant; EPCIS for recalls
Performance, safety, state of health	Values via GTIN master data and Digital Link; GTIN + serial for stationary systems. State-of-health access runs through the BMS, not GS1

* Date shown or a set period after the relevant act, whichever is later. Carbon footprint: declaration / label / maximum; recovered content: records / first / later shares. Industrial > 2 kWh: carbon footprint and performance for rechargeable only; ext. = exclusively external storage.

Responsible actors, conformity and labels

Duties follow roles: manufacturer, importer, distributor, fulfilment service provider and, separately per Member State, producer. The Regulation requires conformity assessment, a declaration, CE marking and the right labels.

WHAT IT IS ABOUT

A role is decided per battery and transaction, and one company can hold several roles (Art. 3(1)(22)). The manufacturer draws up technical documentation, carries out conformity assessment, issues the EU declaration of conformity and affixes the CE marking (Art. 17–20, 38). Records are kept for ten years. The general label applies from 18 August 2026 or 18 months after the labelling act (Art. 13(10)); the collection symbol has applied since 18 August 2025.

Need	Possible GS1 implementation (all categories)
Identify operators and sites	GLN for the legal entity, a department (conformity, recall) and each manufacturing, storage or dispatch site. The GLN does not decide the role
Link declaration and documentation	GTIN for a model-level declaration (Modules A, D1); GTIN + serial for a unit-verified battery (Module G)
Recall and corrective action	GTIN, batch or serial can narrow the affected scope; EPCIS records can show where batteries went

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Category	Labels and markings	Conformity assessment covers
Portable QR info page	General label; capacity label (rechargeable) or minimum-duration label (non-rechargeable); collection symbol; Cd/Pb symbol	Art. 6, 9 (general use), 13
LMT Passport	General and capacity label; collection and Cd/Pb symbols; carbon-footprint label (2030*)	Art. 6, 10, 13, 14; Art. 7, 8 (D1/G)
SLI QR info page	General and capacity label; collection symbol; Pb symbol on lead-acid	Art. 6, 13; Art. 8 (D1/G)
Industrial ≤ 2 kWh QR info page	General label; collection and Cd/Pb symbols	Art. 6, 13; Art. 12, 14 for stationary systems
Industrial > 2 kWh Passport	General label; collection and Cd/Pb symbols; carbon-footprint label (rechargeable, 2027*; ext. 2032*)	Art. 6, 10, 13; Art. 12, 14 for stationary systems; Art. 7, 8 (D1/G), Art. 8 not ext.
EV Passport	General label; collection and Cd/Pb symbols; carbon-footprint label (2026*)	Art. 6, 10, 13, 14; Art. 7, 8 (D1/G)

Art. 17(1): Module A or D1 (series) or A or G (non-series). D1/G: Articles 7 and 8 need Module D1 for series and G for non-series production (Art. 17(2)). ext. = exclusively external storage. CE marking is not an identifier; labels, CE marking and QR code do not replace one another.

Batteries in products and replacement

A battery stays a separately regulated object when it is built into or supplied with another product. Its own category decides its requirements, not the product it sits in.

WHAT IT IS ABOUT

Battery data describes the battery, host data the host. Where a combined pack (for example a tool with two batteries) constitutes a separate trade item under GS1 GTIN Management Standard, it is assigned its own GTIN, with a record of the battery trade items it contains. Removal and replacement duties apply to portable and LMT batteries only (Art. 11).

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Category	What the Regulation requires	Possible GS1 implementation
Portable QR info page	From 18 Feb 2027: removable and replaceable by the end-user (Art. 11(1)), with exceptions. Spares until at least 5 years after the last unit of the model is placed on the market (Art. 11(7))	Battery and appliance identified separately, each with its own GTIN where a trade item. Digital Link to the removal instructions kept online; records link spares to the model
LMT Passport	From 18 Feb 2027: battery and cells replaceable by an independent professional (Art. 11(5)). Spares until at least 5 years after the last unit of the model is placed on the market (Art. 11(7))	Battery and vehicle identified separately. GTIN + serial and an EPCIS AssociationEvent can record installation and replacement
SLI QR info page	No removability duty	Battery identified separately from the vehicle or machine; installation recorded where service needs it
Industrial ≤ 2 kWh QR info page	No removability duty, unless the battery also falls in a category Art. 11 covers	Battery and equipment identified separately, each with its own GTIN where it is a trade item
Industrial > 2 kWh Passport	No removability duty	GTIN + serial for the passport battery; a module that is a separate trade item gets its own GTIN; EPCIS can record module replacement
EV Passport	No removability duty under Art. 11	GTIN + serial for the battery, VIN for the vehicle; an EPCIS AssociationEvent can link them at installation and removal



Example. An EPCIS AssociationEvent records each installation and removal. The EPCIS event structures shown are suggested GS1 implementation patterns. Regulation (EU) 2023/1542 does not require the use of EPCIS.

Battery due diligence

From 18 August 2027, the Regulation requires operators placing batteries on the market to manage social and environmental risks linked to cobalt, natural graphite, lithium and nickel. This applies to every category, passport or not.

WHAT IT IS ABOUT

A covered operator adopts a due-diligence policy, runs a management system and supply-chain controls, assesses and mitigates risks, has the policy verified by a notified body and publishes an annual report (Art. 48–52, as amended by Regulation (EU) 2025/1561). Operators below EUR 40 million net turnover, and not part of a larger group, are excluded, as are batteries already on the market before a circular operation (Art. 47). Records are kept for ten years.

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Duty	Possible GS1 implementation	Limit
Identify raw materials	GTIN identifies a traded material, GTIN + batch/lot a material lot; master data holds trade name and type	A GTIN does not carry the attributes itself
Identify the immediate supplier	GLN for the supplier legal entity, with separate GLNs for its sites	Complements the required name and address
Document origin and transactions	EPCIS events and transaction records can follow the material flow from extraction to supplier	Record country of origin explicitly, with evidence
Link material to batteries	An EPCIS TransformationEvent can link material inputs and quantities to battery outputs	Does not calculate or verify the quantity
Link report to batteries	GTIN per battery model, linked to policy version and reporting period; Digital Link to the published report	Must not expose confidential evidence

PER BATTERY CATEGORY

Category	**Portable** QR info page	**LMT** Passport	**SLI** QR info page	**Industrial ≤ 2 kWh** QR info page	**Industrial > 2 kWh** Passport	**EV** Passport
Due-diligence report reached via	QR information page (Art. 13(6)(b)). Open point if the operator is excluded	Public passport information (Annex XIII, point 1)	QR information page	QR information page	Public passport information	Public passport information

Producer responsibility, collection and recycling

Producers register in every Member State where they first make batteries available, finance collection and treatment, and report every year, with or without a passport.

WHAT IT IS ABOUT

The producer role is decided per Member State and supply route (Art. 3(1)(47)). First reports, for 2026, are due by 30 June 2027. Recyclers must meet recycling-efficiency and material-recovery targets (Art. 71).

PER BATTERY CATEGORY

Category	Collection	Reporting
Portable QR info page	Free collection network; distributor take-back. Collection rate 63% by end 2027, 73% by end 2030	Art. 75(1); general-use batteries reported separately
LMT Passport	Free collection network. Collection rate 51% by end 2028, 61% by end 2031	Art. 75(1)
SLI QR info page	Free take-back; no percentage target	Art. 75(2)
Industrial ≤ 2 kWh QR info page	Free take-back, any capacity; no percentage target	Art. 75(2)
Industrial > 2 kWh Passport	As above. Passport responsibility moves to the producer or waste operator	Art. 75(2)
EV Passport	Free take-back; no percentage target. Passport responsibility moves to the producer or waste operator	Art. 75(2)

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Need	Possible GS1 implementation
Producer and registration	GLN for the producer, linked to each national registration number. A GLN never replaces the number
Report by category, chemistry, weight	GTIN with master data for category, chemistry and unit weight. Distinct host and battery GTINs can help avoid double counting
Collection and treatment records	SSCC for containers with measured contents; EPCIS events; GLN for collection points and facilities
Recycling documentation (Del. Reg. 2025/606)	GLN for recyclers; EPCIS for steps and handovers. No GS1 field yet for EWC codes or black mass
Used-battery shipments (Annex XIV)	GTIN + serial or batch on the test record; GLN for holder and tester; SSCC for the load

Re-use, repurposing and remanufacturing

An operator that prepares a battery for re-use, repurposes or remanufactures it and then places it on the market or puts it into service is its manufacturer (Art. 38(11)). Category and passport are then reassessed.

WHAT IT IS ABOUT

Statuses are 'original', 'repurposed', 're-used', 'remanufactured' and 'waste' (Annex XIII, point 4). A repurposed battery intended for industrial use is an industrial battery (Art. 3(1)(13)). Re-use alone is not a new placing on the market. Carbon-footprint, recovered-content and due-diligence rules do not apply to batteries already placed on the market before the operation.

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Category	After a circular operation	Note
Portable QR info page	New label showing the changed status, reached via the QR code (Art. 13(9)). Exact content still open	No passport. A link to the original battery is an operational choice
LMT Passport	New passport linked to original passport(s) where one exists (Art. 77(7))†; end-of-waste evidence (Art. 73)	Operator placing the resulting battery becomes responsible
SLI QR info page	New status label via the QR code; content still open	No passport. Re-check the category after repurposing
Industrial ≤ 2 kWh QR info page	New status label via the QR code; content still open. End-of-waste evidence (Art. 73)	No passport unless the result exceeds 2 kWh
Industrial > 2 kWh Passport	New passport linked to original passport(s) where one exists†; end-of-waste evidence (Art. 73)	Repurposed EV and LMT batteries often land here
EV Passport	New passport linked to original passport(s) where one exists†; end-of-waste evidence (Art. 73)	Category may change, e.g. to industrial storage

Need	Possible GS1 implementation
Keep or change the GTIN	The GS1 General Specifications, section 2.1.15 (non-new trade items), define whether the GTIN is kept or a new one is allocated. A new status alone is not a reason for a new GTIN
Identify the resulting battery	GTIN + serial, with the GTIN decided under section 2.1.15. Do not reuse the original serial for a different battery
Link original and resulting	Records link GTINs and serials one-to-one, one-to-many or many-to-one, with who, when, which operation and what evidence
Record the operation	EPCIS TransformationEvent and AssociationEvent; CBV terms such as inspecting, repairing, disassembling; GLN for operator and facility

† A battery placed on the market before 18 February 2027 has no original passport; how to handle this is unresolved (OQ-REG-017).

Supply-chain records and traceability

The Regulation requires every operator to be able to tell authorities, for ten years, who supplied each battery and to whom it went, with quantities and exact models (Art. 46).

WHAT IT IS ABOUT

Article 46 asks for operator and model traceability, not consumer identity or serialisation. Dates, documents, locations, batch or serial numbers and logistic units are not required, but make retrieval, reconciliation and recalls much easier. A possible GS1 implementation uses critical tracking events (CTEs) and key data elements (KDEs), shared with EPCIS; the Regulation does not require EPCIS.

HOW GS1 STANDARDS CAN SUPPORT IMPLEMENTATION

Who	What	Where	When and why
GLN of the parties involved	GTIN, + batch or serial; SSCC; quantity	GLN of the location	Date, time and business step (CBV)

Process	EPCIS event	What it preserves
Receiving or shipping	ObjectEvent	Identified batteries or quantities, time, locations, transaction references
Packing into a logistic unit	AggregationEvent	SSCC of the unit and the batteries or quantities inside
Installing or removing a battery	AssociationEvent	The battery's relationship to its host product
Turning materials into batteries	TransformationEvent	Inputs, outputs and quantities

SUGGESTED GRANULARITY PER BATTERY CATEGORY

Category	**Portable** QR info page	**LMT** Passport	**SLI** QR info page	**Industrial ≤ 2 kWh** QR info page	**Industrial > 2 kWh** Passport	**EV** Passport
Typical level	Model and batch; multipack contents recorded	Individual battery (serial) with model	Model and batch; serial for fleets	Model or batch	Individual battery (serial)	Individual battery (serial), linked to the vehicle

Key dates and GS1 support

From 18 February 2027 the QR code (Art. 13) applies, and the passport for LMT, EV and industrial batteries above 2 kWh. GS1 standards can support each milestone.

	2024	2025	2026	Feb 2027	Jun–Aug 2027	2028 →
All categories		**Aug** Collection symbol, EPR	**Aug*** General label	**QR code (Art. 13)**	**Jun** First reports **Aug** Due diligence	
Portable QR info page				QR info page		
LMT **Passport**	**Aug** Perf. and BMS data			**Passport** + registry		Carbon footprint, recovered content
SLI QR info page				QR info page + recovered content		Recovered-content records
Industrial ≤ 2 kWh QR info page	**Aug** Stationary: BMS data			QR info page		
Industrial > 2 kWh **Passport**	**Aug** Perf.; BMS if stationary		**Feb*** Carbon footprint, not ext.	**Passport** + registry		Recovered-content records
EV **Passport**	**Aug** Perf. and BMS data	**Feb*** Carbon footprint		**Passport** + registry		Recovered-content records
Possible GS1 support	**GTIN + serial** the individual battery	**GLN** producer registration **GTIN + batch, GLN** footprint per plant	**GTIN** label master data	**GS1 Digital Link** in the QR code **GTIN + serial** passport, gs1:dpp **GTIN (+ batch)** info page, gs1:pip	**GTIN** reporting data **GLN, EPCIS** supply chain	**GTIN + batch, GLN** per model, year and plant

* Conditional: the date shown or a set period after the relevant act, whichever is later. ext. = exclusively external storage (carbon footprint from 2030*). Further dates are in the category guidelines.

Get started today

Implementing GS1 standards does not require a new system. A possible approach: start with the identifiers you already use, add the level of detail each category needs, and connect the QR code to one authoritative source.

1 **Confirm the category**
Category, capacity, rechargeability and use decide passport and requirements

2 **Allocate GTINs**
Under GS1 GTIN Management Standard for batteries, packs and modules

3 **Choose the granularity**
Model, batch or serial, driven by the information need

4 **Set up QR access**
GS1 Digital Link, resolver and link types gs1:pip or gs1:dpp

5 **Prepare the passport**
Serial numbers, access rights and registry upload

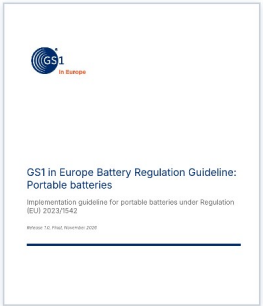
6 **Identify parties and sites**
GLN, linked to registration numbers and permits

7 **Share data**
GDSN where attributes are available; EPCIS for events

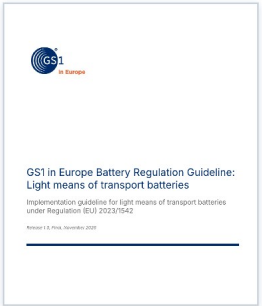
8 **Track open points**
Pending acts on labels, carbon footprint and passport access

READ THE FULL CATEGORY GUIDELINES

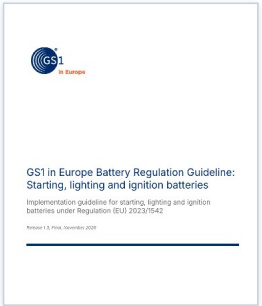
GS1 in Europe publishes a standalone guideline per battery category, with the legal detail, open questions and a data model. **This quick guide is a simplified summary of those guidelines:** it highlights the main points but leaves out conditions, exceptions and nuances. Always use the guideline for your battery category as the reference.



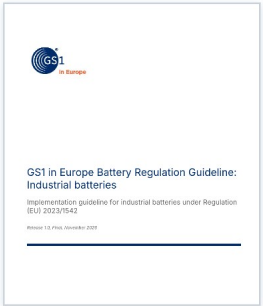
Portable batteries ↗



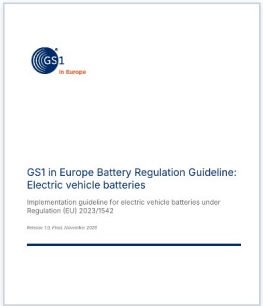
LMT batteries ↗



SLI batteries ↗



Industrial batteries ↗



EV batteries ↗

Do you need help?

GS1 Member Organisations in Europe can support you in implementing GS1 standards for the Battery Regulation. Contact your local GS1 Member Organisation.

This guide is not legal advice and does not create or modify any GS1 standard. Only the texts in the Official Journal of the EU are binding. GS1 standards are not required by the Regulation. Status: 13 November 2026.

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