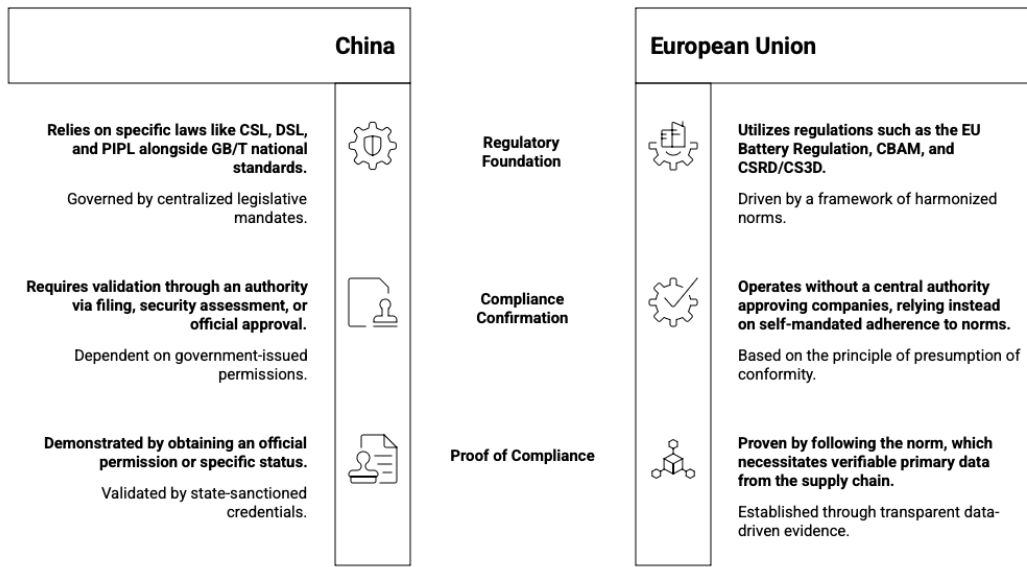


Compliance by Design — Why Catena-X Is the Fastest Route into Europe

For OEMs and suppliers selling into the EU

Two systems, two logics



The key difference: in Europe **there is no EU "label" to obtain**. No platform, no supplier, no operator can be stamped "EU-approved". The norm is the only currency of compliance — and the norm demands verifiable **primary data from the supply chain**.

Where Catena-X comes in

Catena-X takes each regulation, translates it into the technical norm, and builds it **into the infrastructure itself** — data model, interfaces, digital identity, usage rules. That is **compliance by design**: the requirement is already inside the data exchange.

What this means for you

If you are an OEM — you are the one on the hook.

The obligation sits with whoever places the vehicle or battery on the EU market. From February 2027 you must present a Battery Passport built from data you do not own — spread across cell makers, cathode, foil and mining tiers you often have no direct contract with. Building your own supplier portal only moves the problem: every OEM builds one, every supplier fills in a different one, none of it is reusable, and the **EU Data Act** is actively pushing the industry away from proprietary, lock-in data channels. With Catena-X you collect once, in a norm-based format your suppliers are already being asked for by everyone else — so adoption is fast, cost per data point drops, and the same pipeline serves PCF,

CSRD/CS3D due diligence, DPP and quality/recall traceability. Multi-tier visibility also cuts risk on your side: a critical component recall that would mean investigating 1.4 million vehicles can drop to 14.

If you are a supplier — you get asked once, not fifty times.

Instead of a different questionnaire per customer, you publish once in the standard format. Your PCF is calculated once and is valid for every OEM customer. Cross-border transfer runs on the **Lin-Gang whitelist route** already piloted with **BMW and CATL** — not a case-by-case application taking months. And you define who may use your data, for what, before it moves: your process know-how stays yours.

Why this is the safest route

- **Your customers and your competitors already use it** — BMW, Mercedes-Benz, Volkswagen Group, Porsche, Renault, Volvo, with Bosch, ZF, Continental, Magna, VDA and TÜV SÜD.
- **Build once, use for everything** — Battery Passport, PCF, due diligence, DPP, Data Act-compliant B2B sharing: one capability, not one project per regulation.
- **It keeps up with the law** — new requirements are folded into the standards as they appear.
- **No lock-in, no IP exposure** — open source (Eclipse Tractus-X), industry-governed, open marketplace; you choose vendor, app and architecture. Operated in China by **Zhonglian**, fully interoperable with Europe.

Bottom line

In Europe, data is becoming a licence to operate. There is no certificate to buy — only a norm to follow. Catena-X is the industry's own way of following it.

ANNEX: Indicative Checklist — Regulations Manageable via Catena-X

A. Covered by a released or in-development Catena-X standard

Regulation	Catena-X Use Case	Standard / KIT	Status
CBAM (Carbon Border Adjustment Mechanism)	CBAM	CBAM KIT & Standardized Data Model	In place; updates Q4 2026
ESPR (EU Ecodesign for Sustainable Products Regulation)	Digital Product Passport (DPP)	CX-0143 Use Case Circular Economy – DPP	Standard in place
REACH (Registration, Evaluation, Authorisation & Restriction of Chemicals)	eSDScom (electronic Safety Data Sheet)	eSDScom Standard & KIT	Standard in place
ELV Regulation (End-of-Life Vehicles — secondary material quotas from 2027)	Circular Economy & Material Accounting	Circular Economy KIT	In place / evolving
CSDDD (Corporate Sustainability Due Diligence Directive)	Due Diligence Governance (DDG)	ESS Code of Conduct Standard & ESS KIT	In place
EU Battery Regulation — Battery Passport (mandatory Feb 2027) °	Battery Passport (BPP)	Battery Passport standards; cross-border pilot via Lin-Gang	Pilot → Q4 2026 cross-border

B. Cross-cutting enabler (not a single use case)

Item	Role
PCF (Product Carbon Footprint)	Enabler for other use cases — PCF Rulebook Version 4 / 4.x (Q3 2026) ; feeds CBAM, Battery Passport, DPP, CSRD reporting
EU Data Act / Data Governance Act °	Addressed at architecture & governance level (data sovereignty, usage policies, no vendor lock-in, interoperable connectors) rather than as a use case
CSRD / sustainability reporting °	Supported indirectly via PCF and DDG primary data from the supply chain

C. How to use this checklist

1. **Identify your regulatory exposure** — which of the above applies to your products and EU market activity.
2. **Check the standard's maturity** — released (usable now) vs. dated milestone (plan accordingly).
3. **Start with PCF** — it is the enabler most other regulatory use cases build on.
4. **Map data ownership** — which tiers hold the required primary data.
5. **Confirm the cross-border route** for China-origin data (e.g., CATARC Lin-Gang whitelist for battery data).

 **Caveat for external use:** Catena-X provides the standards, data models and infrastructure that implement the underlying harmonised norms ("compliance by design"). Participation does **not** constitute an official EU approval or a guarantee of legal compliance, and technical capabilities serve to support rather than replace company-specific legal assessments. Dates reflect current planning and may change.