

WEBINAR SERIES:
EU Policies and their Relevance in
Asia-Pacific

Right to Repair Directive

Webinar Insights



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Context

The **EU SWITCH-Asia Policy Support Component** and the **European Environment Bureau** held a **webinar** on the 12 February 2026 about the **EU's to Repair Directive: Opportunities and Challenges for Businesses and Consumers in the Asia-Pacific region**. It is part of a **series of webinars**, which seeks to explore the implications of EU policies related to Sustainable Consumption and Production for its partner countries, particularly in the Asia-Pacific region. It aims to understand the goals of these policies, their relevance in specific contexts, and their implications for stakeholders in the Asia-Pacific, particularly concerning legislation that has emerged from EU policies. This brief aims to capture the ideas shared during the webinar but is not a comprehensive analysis of the policy. The webinar focused on clarity and diversity of views, rather than comprehensiveness.

Key Messages

The EU's Right to Repair Directive (R2RD) on common rules promoting the repair of goods was adopted on 13 June 2024 and entered into force on 30 July 2024. This law aims at promoting more sustainable consumption by increasing repair and reuse of goods both within and outside the legal guarantee.

The scope of the Directive will be extended slowly in tandem with the rollout of the Ecodesign for Sustainable Products Regulation (ESPR), as more product groups get added to ESPR, more will fall in scope of the R2R.

Repair reduces waste and results in savings for consumers. Additionally, more demand will translate into a boost to the repair sector, while incentivising producers and sellers to develop products designed for easier repair and more sustainable business models. The law will make it easier and more cost-effective for European consumers to pursue repair as opposed to replacement, both within and beyond the legal guarantee.

Introduction

The EU SWITCH-Asia Policy Support Component and the European Environment Bureau held a **webinar** on the Right to Repair Directive to introduce the objectives of the law and the current status of the implementation. During this event, several leading experts convened to discuss the importance of understanding the impacts and opportunities for the Asia-Pacific region for EU Importers and Asia-Pacific Exporters when it comes to preparing for the implementation of the Right to Repair Directive.

Opening the discussion, Eva Bille, Head of Circular Economy, European Environmental Bureau, said:

“Every day we buy products that are designed to break. It has become increasingly difficult and expensive to repair and replace key parts, because they are glued together, because the spare parts or repair labour are more expensive than a new product, especially now that ultra-cheap products online are growing in popularity worldwide, because the screws are proprietary, because information is not available or because of software updates no longer being offered. The reasons are many. But extended lifespans for all products are at the heart of a truly circular economy and key to the acceleration of the green transition.”

What is the EU’s right to repair?

In his overview of the Right to Repair Directive, **Ugo Vallauri, co-founder of the Restart project and the Right to Repair Coalition**, introduced the aims of the Right to Repair Coalition: good design, fair and affordable access, and informed consumers. All products should be designed to last and to be repairable when needed; Everyone should have access to spare parts and repair information for the entire life of a product; Repair should be affordable; Anti-repair practices should be banned – and when buying a product, people should have the right to know if it was built to be repaired or destined to be disposed of when breaking.

The Directive on common rules promoting the repair of goods (2024/1799) – the so-called Right to Repair Directive – goes some of the way towards achieving those goals.

1. It provides better access to repair for a small selection of products – goods purchased by consumers and products already covered by reparability requirements under EU legislation.
2. It obliges manufacturers to repair beyond the legal guarantee period, for up to 10 years depending on the product – for free or against a “reasonable price”
3. It paves the way for fairer access to spare parts for independent repairers at a “reasonable price that does not deter repair”.
4. It introduces a ban on contractual clauses, hardware or software techniques that impede repair, “unless justified by legitimate and objective factors including the protection of intellectual property rights”.
5. It improves the relative attractiveness of repair compared to getting a new product – the guarantee will be extended by 12 months if consumers opt for repair, while there is no extension if consumers opt for replacement.
6. It also includes an obligation for EU Member States to introduce at least one national (financial) measure to promote repair, without the choice being mandatory.
7. Finally, the Directive obliges the Commission to introduce a European online platform listing repair and buyback solutions in Member States and harmonised cost estimations.

Mr. Vallauri highlighted these as positive steps but noted several crucial missed opportunities: The definitions of what constitutes a reasonable price; The right for the consumer to have a product repaired unless impossible; Access to all spare parts and all repair-related information and tools, including diagnosis tools for all actors, for a period corresponding to at least the expected lifespan of the product; An obligation for producers to publish all information related to repair (such as repair prices and prices of spare parts) on their websites; The possibility for legislators to add products to the list even if not covered by Ecodesign or other requirements.

Ada Preziosi, Policy officer at the European Commission, DG Justice added that there is not just one single legislation, beyond the Directive described by Mr. Vallauri the EU has many different initiatives to tackle the wide range of bottlenecks to repair, ranging from design, to high prices, to difficulties handling repair. She noted that the upcoming Circular Economy Act (Q3 2026) has among its objectives to help companies build up their business case. She also clarified that design elements will be addressed (to some extent) through the horizontal reparability requirements in the Ecodesign for Sustainable Products Regulation (ESPR), which will be defined within the next couple of years. There is a constant flow of work, which is “not a speedy process, but we are moving towards long-term solutions”.

On the repair platform that will be operational from 1 January 2028, she explained that some member states already have systems in place, and that we will know at the end of July 2026 how many will join the EU platform. It will be hosted on the [your Europe](#) portal and look “a bit like google maps” with filters and pins that will help users to find information about specific repairers.

Risks and opportunities for the Asia-Pacific context

Turning to the question of what the relevance of EU repair law is to the Asia-Pacific context, **Ed Ratcliffe, Executive Director of the Southeast Asia Public Policy Institute** noted the concept of the “Brussels effect”, stating that developments in the EU often lead to movements in other markets as well. On this point he noted that there are risks: “When it comes to phones for example, it can be more costly for manufacturers to create two different factory lines, especially for tier two and tier three brands not sold on EU market. Tier one global brands may have the capacity to do so but others will not. This could lead to a dumping ground of cheap products without any level of after-sale support”.

Spriha Pandey, Senior Manager, Public Policy, Chase Advisors gave insights into the context in India. She mentioned that India’s Department of Consumer Affairs recently submitted a report on a Framework for the Repairability Index (RI) for the mobile and electronic sector to the government. This framework, she noted, borrows from EU with one key difference. “India is a scoring and disclosure-based model where the EU is a compliance model”. Both laws highlight the ease of disassembly, support to consumers and planned obsolescence. She explained that the Indian market is not as mature, and that it is important to build market readiness. At the same time, repairability is embedded in the local DNA. But as electronics get more complex, fewer people choose to open their own phones.

On the question of two-tier market of non-repairable versions sold in India, she noted that there is ongoing alignment of market transparency and efforts towards strengthening the capacity of the repair ecosystem. The Framework has a tool to discourage design divergence, and is designed for seamless import/export, to ensure it is not used as a dumping ground for end of life or substandard products.

Regarding the framework in Thailand, Mr. Ratcliffe mentioned that there is mention of repairability for the first time in the defective liability [law](#), but that the country does not yet have an explicit law focusing on repairability. The institute he represents has partnered with local universities to interview repairers in Bangkok, providing a solid overview of how it works on the ground. He noted that it is a rather large economy, but that liability issues get in the way since guarantees could be voided on products that are repaired. He also noted that part pairing is a big issue, with access to schematics as a major barrier and many repairers self-educating on online channels such as YouTube. This also brings with it a “grey market” where those who do not have access to real parts use third party unlicensed parts. Newer consumers, as with young generations around the world, have a tendency not to engage in repair, which means that awareness raising around repairability and repair options becomes more important.

Mr. Vallauri said, from the perspective of the European repair movement, that there are different reasons in Europe vs Asia why repair might be more or less affordable. In theory some products are repairable if the cost of time involved in longer disassembly is not the highest proportion of the cost of repair. In Europe the cost of labour is higher while the cost of accessing a new product is lower. Therefore, making it easier to disassemble is important to increase likelihood that it gets repaired. Repair heroes can make it possible today, but to scale it we need better product design.

He also mentioned that his organisation, Restart, publishes open datasets every year on community repair groups. These groups consist of volunteers helping members of the public get access to repair. More than half of the items are repaired on the spot. But we still need to improve the way things are designed as well as the ecosystem, meaning the capacity to perform repair..

Conclusion

The Right to Repair Directive represents a change for all manufacturers targeting the EU market, including those across the Asia-Pacific. However, the transition to a circular economy requires a systemic evolution that moves beyond legislative compliance. For stakeholders to navigate the implementation beginning in July 2026, they must address three dimensions, as discussed in this webinar:

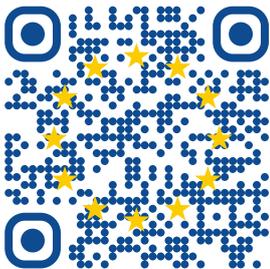
- **Design & Production Strategy:** Legislation alone cannot mandate repairability if products remain “designed to break”. Manufacturers who proactively integrate the Ecodesign for Sustainable Products Regulation (ESPR) into their R&D will gain a competitive advantage, avoiding the risk of creating “two-tier” markets where non-compliant products are created for less regulated regions.
- **Economic & Infrastructure Readiness:** The success of the Directive hinges on making repair a viable business case. This requires a balanced ecosystem where spare parts and diagnostic tools are accessible at “reasonable prices” that do not deter consumers, supported by a network of independent and community repairers.
- **Shifting Consumer Culture:** While the Directive introduces tools like the European Online Repair Platform (launching 2028) and extended guarantees to incentivize repair, the “human element” remains a hurdle. Overcoming the convenience of “ultra-cheap” replacements and the declining repair-engagement of younger generations is a cultural challenge that requires ongoing awareness and transparency.

As the Directive’s real-world impacts become clear post-2026, it will likely serve as a blueprint for global markets. Businesses that view repairability not as a hurdle, but as an opportunity toward sustainable business models, will be well positioned to lead in this evolving landscape.

As mentioned by Ada Preziosi during the discussion, legislation can attempt to address certain practices impeding practices from repairing, but that a lot of elements are needed in order to make it work in reality. Consumer culture remains an important aspect, that is difficult to address directly with legislation.

Speakers

- **Ada PREZIOSI**, Legal Officer, DG JUST, European Commission
- **Ugo VALLAURI**, Co-Director, International Strategy, the Restart Project
- **Ed RATCLIFFE**, Executive Director of the Southeast Asia Public Policy Institute
- **Eva BILLE**, Head of Circular Economy, European Environmental Bureau
- **Spriha PANDEY**, Senior Manager, Public Policy, Chase Advisors



Watch the recording [here](#)

References

- Right to repair coalition [website](#) and overview “what’s my right to repair”
- Right to repair Directive: https://commission.europa.eu/law/law-topic/consumer-protection-law/directive-repair-goods_en
- Right to repair coalition white paper on fixing the problem of the price of spare parts: <https://repair.eu/news/fixing-the-unfair-reality-of-spare-parts-prices/>
- Your Europe portal (where the repair platform will be hosted) https://europa.eu/youreurope/index_en.htm
- The Rise of Community Repair - with a look at barriers experienced by community repair groups: <https://openrepair.org/open-data/insights/2024-report/>
- South east Asia public policy institute report on Thailand right to repair: <https://seapublicpolicy.org/work/thailandr2r/>
- India report for framework on reparability index: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2126409®=3&lang=2>