



## ACEA PROPOSALS FOR EURO 7 AND EURO VII

The current Euro 6 and Euro VI pollutant emission regulations (limits and test procedures) are a success story. There is no doubt that vehicle emissions during on-road driving are being well controlled.

Recent studies using well-known EU databases and modelling tools <sup>(1)</sup> have shown that the renewal of the EU fleet with the latest Euro 6 and Euro VI vehicles (plus electrification of new vehicles in the same timeframe) will deliver a reduction in road transport NOx emissions of two thirds by 2030 and by 80% by 2035 (compared to 2020 levels). This is already a big contribution to improved air quality and we are ready to further develop this success story. The EU automotive industry is a world leader in terms of innovation and market success. Industry must continue to improve internal combustion engine technology, in parallel to the massive ramp-up of electrification for European and global markets, as a substantial lever to further reduce emissions on our transition to climate neutrality. This is why we have called for Euro 7/VII proposals that are proportional to what is needed to help meet the overall objectives of the Green Deal.

Therefore, to help move forwards, the **EU automotive industry proposes** distinct Euro 7 and Euro VII regulations each as an integrated package that:

- (a) Have an **ambitious timeframe of 2025**, far earlier than we have considered necessary based on the complex proposals seen so far from consultants,
- (b) Have **ambitious and challenging 50% reductions in the key Euro 6/VI criteria pollutant emission limits** that will require R&D effort and hardware changes, and,
- (c) Are achievable **with minimal changes to the current Euro 6/VI test procedures** so the ambitious timeframe can be fulfilled.

With this approach we believe the co-legislators can be encouraged to reach agreement quickly in 2022 and industry will have the needed clarity and lead-time for future planning.

At the same time an additional focus of the automotive industry is on decarbonising road transport to help achieve 2050 climate neutrality. CO2 targets for 2030 will soon be more challenging and sales of zero emission new vehicles will increase. To facilitate the pathway towards climate neutrality, industry needs to focus investment and the development of engineering talent to the key elements of the Green Deal. The electrification of the fleet will additionally contribute to an improved air quality in cities.

We believe that proposals for Euro 7 and Euro VII on the basis of the three key principles noted above will cause less disruption to our plans for decarbonisation, which will also soon be impacted according to the “fit for 55” package to be published shortly.

This note summarises how we think industry can contribute in a swift and progressive way on Euro 7/VII. In the attachments we provide details for further discussion with you and your services and will be pleased to explain the advantages of this approach.

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<sup>(1)</sup> <https://aeriseurope.com/papers-and-articles/euro-7-impact-assessment-the-outlook-for-air-quality-compliance-in-the-eu-and-the-role-of-the-road-transport-sector/>