

Position Supplement

On the draft Euro 7 regulation

Berlin, April 2023

Current situation

The European Commission proposal on Euro 7/VII sets a start date for all newly registered light-duty vehicles from 07/2025 and for all newly registered heavy-duty vehicles from 07/2027 onwards. The automotive industry does not expect to be able to meet the ambitious time plan even with an immediate start of the development and investment. As the details of the legislation will most probably not be finalised before mid 2024 for light-duty vehicles and even later for heavy-duty-vehicles, investments at the time being are likely to be misallocated and would affect the necessary accelerated transformation to e-mobility.

Recommendation

In the face of the future competitiveness and in the light of the ongoing transformation of the European automotive industry, the European Council should acknowledge the principles of “**better regulation**” and the need for planning certainty of the automotive industry.

In order to give the industry sufficient time for the development and certification of the new emission standard, the European Council should decide to give light-duty vehicles 24 months lead-time for New-Types and 36 months for All-Types after entry into force of Euro 7. This could result in introduction dates no earlier than 07/2026 (New-Types) and 07/2027 (All-Types), if Euro 7 comes into force until mid 2024 and the technical contents of all implementing acts are published until mid 2024 and finalised not later than end of 2024.

For heavy-duty vehicles, the European Council should decide to give lead-time of 48 months for New-Types and 60 months for All-Types after entry into force of Euro VII. This could result in introduction dates no earlier than 07/2028 (New-Types) and 07/2029 (All-Types), if Euro VII comes into force until mid 2024 and the technical contents of all implementing acts are published until mid 2024 and finalised not later than end of 2024.

Further on it remains important, that a realistic timing must be connected with a realistic and technologically viable emission level in line with comparable international standards.

The first-time introduction of brake and tire emission regulation requires at least the same lead time (from the legally secure fixing of all details) and a separate time consideration, since corresponding measurement procedures are not yet available or validated.

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