

# **PUBLISHED REPLACEMENT EU ACT INITIAL ASSESSMENT OF IMPACT**

**DSC REF: DSC/05/2024**

## **Published Replacement EU Act**

REGULATION (EU) 2024/1257 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362. [OJ L, 2024/1257, 8.5.2024](#)

This Regulation replaces Regulation (EU) Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362.

In the interest of clarity, rationality and simplification, since the rules on emission type-approval of motor vehicles and engines, and of systems, components and separate technical units intended for such vehicles are updated and consolidated in this Regulation, Regulations (EC) No 715/2007 (EC) and No 595/2009 should be repealed and replaced by this Regulation.

In the interest of clarity, rationality and simplification, the following acts adopted under Regulations (EC) No 715/2007 and (EC) No 595/2009 should be repealed by this Regulation: Commission Regulation (EU) No 582/2011 <sup>(17)</sup>, Commission Regulation (EU) 2017/1151 <sup>(18)</sup>, Commission Regulation (EU) 2017/2400 <sup>(19)</sup> and Commission Implementing Regulation (EU) 2022/1362

Windsor Framework, Annex 2, Heading 9 on Motor vehicles, including agricultural and forestry tractors.

## **Summary of the Act**

The topic of type approval is a reserved area so full implementation will be the responsibility of the UK Government.

## 7 Euro 7/VII: new EU pollutant emission limits for road vehicles<sup>107</sup>

This EU document is politically important because:

- it aims to establish new European restrictions on air pollution from cars and lorries, including—in a regulatory first—by setting limits on non-tailpipe emissions from car tyres. The Department for Transport says this EU legislation, if adopted, is likely to apply directly in Northern Ireland in due course, as well as impacting on the cost and specifications of vehicles sold across the UK, and on the manufacturing processes of the British automotive industry.

### Action

- Write to the Minister for Roads (Rt Hon. Jesse Norman MP) to clarify the Government's view on the potential ramifications of the proposals for the UK.
- Draw the EU proposals to the attention of the Business and Trade Committee, the Environmental Audit Committee, and the Transport Committee.

### Overview

7.1 Emissions generated by vehicles on the road are the largest source of air pollution in many cities across the world, and a significant contributor to illness and premature deaths.<sup>108</sup> One of the key policy measures brought in by the European Union to reduce road transport pollution is ‘Euro emission rules’ like Euro 5 and Euro 6. More specifically, these rules set limits on permitted tailpipe emissions from petrol and diesel vehicles in respect of NO<sub>x</sub> (nitrogen dioxide and nitric oxide), particulate matter (PM), and certain other pollutants other than carbon dioxide (CO<sub>2</sub>).<sup>109</sup> Supplementary legislation sets out how a vehicle type's pollutant emissions should be measured to ensure regulatory compliance with these limits.<sup>110</sup> This package of EU rules continues to apply directly in Northern Ireland under the Northern Ireland Protocol (with no automatic change in that

107 (a) Proposal for a Regulation on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009; COM number: COM(2022) 586; Legal base: Article 114 TFEU; Department: Transport; Devolved Administrations: Consulted; ESC number: 42139.

(b) Commission Regulation (EU) 2023/443 of 8.2.2023 amending Commission Regulation (EU) 2017/1151 as regards the emission type approval procedures for light passenger and commercial vehicles; COM number: C(2023) 843; Legal base: Articles 5(3) and 14(3) of Regulation (EC) No 715/2007; Department: Transport; Devolved Administrations: Consulted; ESC number: 42181.

108 European Environment Agency, “[Air quality in Europe—2022 report](#)” (24 November 2022).

109 The Euro emission limits are embedded in the EU's general ‘type-approval framework’ for safety and environmental performance, which all vehicles must undergo, pre-production, before they can be placed on the European market. EU law also requires that manufacturers carry out “in-service conformity” (ISC) checks on their vehicle types for a number of years after. The EU adopted the most recent pollution limits for light-duty vehicles, namely [cars and vans](#) in 2007 (‘Euro 6’) and for [heavy-duty vehicles](#) like lorries and buses in 2009 (‘Euro VI’). Limits on CO<sub>2</sub> emissions of vehicles, including a proposed ban on the sale of internal combustion engine vehicles in the EU, are dealt with by separate EU legislation.

110 See, in particular, Commission Regulation (EU) 2017/1151. The most recent, and strictest, European pollution measurement requirements for cars and vans have been [introduced since 2017](#) as a direct result of widespread manipulation of the existing tests exposed by the ‘Dieselgate’ scandal. These rules were last amended in February 2023 under [Commission Regulation 2023/443](#).

regard under the ‘[Windsor Framework](#)’ agreed in principle by the Government and the European Commission in February 2023, as we discuss further below). They also have been converted into domestic ‘retained EU law’.

7.2 In November 2022, after significant delays,<sup>111</sup> the European Commission published an updated Euro 7/VII pollution emission standard for all vehicles sold within the EU (which will comprehensively replace the current laws which established the Euro 6/VI framework) from 2025 onward. That timetable, as well as the substance of the new rules, are still subject to amendment and approval by the European Parliament and the EU’s Council of Ministers.<sup>112</sup> There is significant opposition to the proposals on grounds of both cost and impact from car-makers and from EU countries with major automobile industries.<sup>113</sup> If adopted, broadly speaking, Euro 7/VII would change pollutant emission requirements for vehicles in the EU in the following ways:

- updated emission limits would be phased in for pollutants from heavy-duty vehicles such as lorries and buses, for example with respect to NOx.<sup>114</sup> For light-duty petrol vehicles, the applicable carbon monoxide limits would be reduced while the NOx limit would stay the same, while for diesel vehicles the reverse would be the case;<sup>115</sup>
- for both light and heavy-duty vehicles, the new Regulation would impose a cap (called an “emission budget”) on maximum pollution allowed on shorter trips. In what the Commission calls a regulatory first, the Euro 7/VII standards would also set limits for particulate pollution from brakes and microplastic emissions from abrasion of tyres through use on the road;<sup>116</sup>
- the range of driving conditions that are covered by the on-road emissions tests would be broadened to “better reflect the range of conditions that vehicles can experience across Europe” that might affect pollutant emissions.<sup>117</sup> The Regulation would require the use of sensors inside the vehicle that can measure emissions throughout its lifetime, and vehicles would need to comply with the rules after having been placed on the market for a longer period than currently; and

111 The European Commission’s [Work Programme for 2021](#) suggested the proposal for Euro 7/VII by the end of 2021.

112 Under the Regulation as drafted, the new requirements would be mandatory for cars and vans from July 2025, and for heavy-duty vehicles from July 2027. However, the European Parliament and the EU’s Council of Ministers can make amendments before the law takes effect. The exact timetable for its entry into force is therefore unclear at this stage.

113 See, for example, European Automobile Manufacturers Association, ‘Euro 7: Direct costs 4 to 10 times higher than European Commission estimates, new study reveals’ (23 May 2023) and Politico, “[France’s Le Maire: EU should drop Euro7 car pollution rules](#)” (30 May 2023).

114 A new limit on formaldehyde (HCHO) and nitrous oxide (N2O) emissions would also be introduced for these vehicles. The limits would be the same irrespective of whether they use petrol or diesel.

115 This is because the carbon monoxide limit is currently higher for petrol vehicles, while the NOx limit is higher for diesel vehicles. The proposal would effectively equalise the limits for all light-duty vehicles regardless of fuel (eliminating the difference under Euro 6). A new limit on ammonia emissions (NH3) would also be introduced for cars and vans.

116 These rules will apply to all vehicles, including electric ones. However, the proposed Regulation does not contain the exact suggested limits for most of these types of emissions, which would instead be set by the Commission in the future (taking into account any relevant international regulations set through UNECE).

117 For example, by taking into account ambient temperatures of up to 45°C or short trips “typical of daily commutes”. Several changes are proposed that are intended to reduce the complexity of the current emission standards and reduce costs for industry, by eliminating “different application dates for limits and tests and removing the requirement for multiple complex emission tests when not needed”.

- Euro 7/VII would also introduce EU regulation of the durability of batteries installed in electric cars and vans for the first time.<sup>118</sup>

7.3 In its [Impact Assessment](#) accompanying the draft legislation, the European Commission recognises the proposals would represent an additional manufacturing cost—which it estimates at €304 (£271) per car and €2,681 (£2,316) per lorry, which it says are likely to be passed on to buyers.<sup>119</sup> Against these costs, the Commission estimates a monetary health benefit from reduced air pollution in the form of savings of €189 billion (£169 billion) across the EU from 2025 to 2050. It also describes its proposals as a positive for the competitiveness of the EU automotive industry, because it will incentivise the sector to develop new vehicle technologies which “will be an asset in gaining access to international key markets, in particular United States and China”.<sup>120</sup>

7.4 The timetable for the formal adoption of the Euro 7/VII rules and, as such, their entry into force, is unclear at this point: in May 2023, the Italian Government stated that enough EU countries were concerned about the new requirements taking effect as early as 2025 to force a delay.<sup>121</sup> As noted, the car manufacturing industry itself also [opposes the proposals](#), saying they will drive up costs for little environmental benefit.<sup>122</sup> A prominent environmental organisation, by contrast, have criticised the proposals as unambitious.<sup>123</sup> In a related development, in order to secure sufficient support among EU Member States for an EU-wide ban on the sale of new cars with a combustion engine (ICE) from 2035, the European Commission has recently [proposed](#) to continue to allow ICE vehicles to be sold after that date if they use synthetic “e-fuels”.<sup>124</sup>

## Potential implications for the UK

7.5 The UK of course left the European Union on 31 January 2020. However, according to an [Explanatory Memorandum](#) submitted by the Minister for Roads (Rt Hon. Jesse Norman MP) in December 2022, the EU’s proposed new approach to vehicle emissions are likely to remain of direct interest and relevance here.

7.6 First, under the terms of the [Northern Ireland Protocol](#) (‘the Protocol’) agreed between the UK and EU in 2020, EU rules on goods—as “amended or replaced”—continue to apply in Northern Ireland for the time being.<sup>125</sup> The Minister’s Memorandum notes that the Euro 6/VI emission limits for vehicles is among the EU laws which are still in force there. Accordingly, as and when the new Euro 7/VII rules take effect, they

118 As with the proposed limits for tyre and brake emissions, some of the technical battery performance requirements would only be set in the future, again taking into account any UNECE regulations, once the overall Euro 7/VII Regulation is already in place.

119 European Commission, “[Impact Assessment Report accompanying Euro 7 proposal](#)” (SWD(2022) 359, 10 November 2022).

120 European Commission, “[Proposal for a REGULATION on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability \(Euro 7\)](#)” (COM(2022) 586, 10 November 2022).

121 Politico.EU, ‘Coalition to delay new Euro 7 car pollution standards is growing, Italy’s Salvini says’ (16 May 2023).

122 European Automobile Manufacturers Association (AMEA), “Euro 7: Direct costs 4 to 10 times higher than European Commission estimates, new study reveals” (23 May 2023).

123 Transport & Environment, “[Carmaker greed exposed: Manufacturers make record profits but fight €150 pollution fixes](#)” (20 April 2023).

124 Reuters, “[EU drafts plan to allow e-fuel combustion engine cars](#)” (21 March 2023).

125 See in particular Articles 5 and 13 of the Protocol.

would automatically apply to vehicles sold on the Northern Irish market as well.<sup>126</sup> The presumption of automatic legal effect of the Euro 7/VII rules within Northern Ireland would not change under the ‘[Windsor Framework](#)’ deal agreed in principle between the Government and the Commission in February 2023. While making significant changes to the operation of the Protocol in other areas, the EU’s new emission limits would by default still take effect in Northern Ireland. However, the ‘Stormont Brake’, which will allow Members of the Northern Ireland Assembly to call upon the Government to block the application of a new EU law to Northern Ireland could in due course apply to this new legislation in ‘exceptional’ circumstances, if various conditions are met.<sup>127</sup>

7.7 Second, the Minister’s Memorandum explicitly states the new EU Regulation is “expected to shape the global standards for pollutant emissions” from vehicles.<sup>128</sup> This refers to the fact that the EU’s emission limits for road vehicles are widely adopted internationally. In particular, the bloc exercises significant influence in the United Nations Economic Commission for Europe (UNECE) ‘World Forum for Harmonization of Vehicle Regulations’.<sup>129</sup> In 2018, the Government [told our predecessor](#) that EU environmental rules for vehicles, including emission requirements, are influential globally and often “essentially copied” by UNECE.<sup>130</sup> In turn, UNECE regulations are also expected to be incorporated into the EU legislation for Euro 7/VII, for example for tyre emissions. While the UK post-Brexit typically implements UNECE regulations into its vehicle legislation for Great Britain, the Government has not *committed* to stricter domestic laws in the area of pollutant emissions:<sup>131</sup> the Minister notes that his officials are currently “analysing the Euro 7 proposal to evaluate the financial and social impacts, and the environmental benefits that similar updates to emission standards could bring to the UK”, to “inform the development of future options for emission standards applying to [vehicles sold in Great Britain]”.<sup>132</sup>

7.8 In addition, the Minister notes that, even in the absence of regulatory compulsion under UK law, the British automotive sector may take a commercial decision to adapt to the new EU rules anyway. In his Memorandum, he states that “as UK-based manufacturers

126 This, the Minister says in his Memorandum, could mean “some technical requirements” for vehicles may differ between Northern Ireland and Great Britain if similar changes to emission limits are not introduced UK-wide. This is because the law in the latter remains the Euro 6/VI framework for the time being, and therefore sets “less stringent testing requirements and emission limits” than those that would apply in the EU and NI after Euro 7/ VII takes effect.

127 The legal conditions for the use of the Stormont Brake are set out in [Decision 1/2023 of the UK/EU Joint Committee](#) giving effect to the Windsor Framework. The precise operation of the Stormont brake in UK domestic law is set out in [regulations](#) that have been approved by Parliament but not yet formally made by the Government.

128 The Minister also notes that certain elements of the EU proposal are already based on UNECE work in which the UK participated. The Euro 7/VII rules also require further technical work within UNECE, which the Minister describes as “an opportunity to harmonise standards and minimise divergence in the areas” with the UK having the “ability to influence the development of these standards” through the relevant body (Working Party 29).

129 Working Party 29 is made up of both EU and non-EU countries (including the UK) and seeks to reduce international trade barriers for vehicles by harmonising their technical requirements. UNECE regulations have no direct legal force: they are binding only for those countries that accept them as such on a case-by-case basis.

130 Letter from Jesse Norman MP to Sir William Cash MP, dated 6 February 2018. The European Commission has also said that “the EU [...] has ensured that all relevant UN Regulations are aligned with the Euro 6/VI emission limits and testing procedures”. European Commission Impact Assessment [SWD\(2022\) 556](#) (10 November 2022), p. 3.

131 For example, Article 57 of EU Regulation 2018/858, as retained in UK law, states that UNECE Regulations which the UK has voted in favour of “shall be part of the requirements for the GB type-approval of vehicles, systems, components or separate technical units”.

132 The Government set out in its ambitions in this area under its 2018 “[Road to Zero](#)” on road transport and the 2019 “[Clean Air Strategy](#)”.

and suppliers are part of a wider European market by supplying vehicles and components to the EU [...] their [manufacturing] strategies are likely to be affected by the measures introduced by Euro 7”.<sup>133</sup> The need to adapt production processes to the stricter EU limits could also mean companies will incorporate the new Euro 7/VII standards to vehicles destined for sale on the British market: the Minister notes that “these [EU] proposals might be expected to further encourage the transition to zero emission mobility in the UK” (by increasing the number of electric vehicles on UK roads).<sup>134</sup> According to the industry, 78% of cars sold in the UK are imported from the EU.<sup>135</sup>

## Conclusions and action

7.9 Given the Minister’s assessment that the EU’s Euro 7/II emission rules are expected to have a direct regulatory and practical impact in the UK, both under the Windsor Framework and more widely, we retain a close interest in the legislative negotiations in Brussels. We draw the House’s attention to the EU’s on-going development of policy on pollutant emissions from cars in that context, although it is clear the final shape of the new EU rules is far from settled at this point given concerns expressed by a large number of Member States about their substance and implementation timetable. We have also written to the Minister for Roads to clarify to what extent the new EU emission limits, as and when adopted, are likely to impact on developments in the regulation of road vehicles in Great Britain. A copy of that letter is included below.

7.10 In the meantime, we bring the proposed Euro 7/VII emission limits and their potential implications for the UK to the attention of the Business and Trade Committee, the Transport Committee, and, given their link to air quality targets, the Environmental Audit Committee.

### *Letter from the Chair to the Minister for Roads (Rt Hon. Jesse Norman MP)*

Thank you for your Department’s helpful Explanatory Memorandum on the European Union’s proposed ‘Euro 7/VII’ emission limits for vehicles, which aim to reduce air pollution from both traditional and zero-emissions road vehicles. We note the Government believes the EU proposals, once adopted, will impact on the UK, not only because they will have direct legal effects in Northern Ireland under the Northern Ireland Protocol (as amended by the Windsor Framework), but also because of the UK automotive industry’s close commercial links to the EU market. The Memorandum states officials are analysing the Euro 7/VII proposals to “inform the development of future options for emission standards” in Great Britain.

To aid our continued scrutiny of these proposals and their potential ramifications for the UK, we would be grateful if you could answer the following questions.

133 The British industry is closely integrated into vehicle supply chains for the EU market, both in relation to finished vehicles and components: the EU is the major export destination for the UK automotive sector, with 53.5% of UK exports going to the EU in 2020. SMMT, ‘UK Automotive Trade Report 2021’, page 7.

134 The broader EU policy of phasing out ICE vehicles in favour of electric vehicles is also likely to affect British manufacturing: under the EU/UK Trade and Cooperation Agreement, stricter rules of origin on batteries in electric vehicles traded between Great Britain and the EU will take effect from 2025 which will require more of the battery to be manufactured in Great Britain if components or whole vehicles are to be exported to the EU tariff-free.

135 SMMT, ‘UK Automotive Trade Report 2021’, page 7.



- Can the Government confirm the Windsor Framework would not affect the default legal position that this new EU Regulation, once adopted, would apply automatically to vehicles sold in Northern Ireland except if the ‘Stormont Brake’ were to be used? If so, what is the Government’s view on whether the new Euro 7/VII Regulation could meet the conditions for triggering the Brake?
- As suggested in your Memorandum, is it the Government’s expectation that the Euro 7/VII standards, like the current EU rules, will eventually be “effectively copied” by UNECE into its international vehicle regulations, which the UK routinely incorporates under its own type-approval legislation?
- Given the recent suggestion that the EU might allow the sale of new cars with internal combustion engines beyond 2035 if they run on synthetic “e-fuels”, what is the Government’s assessment of the extent to which such fuels meet the existing and proposed pollution limits under Euro 6/VI and Euro 7/VII respectively?

We would also welcome further information on the timetable for the development of the “future options” for vehicle emission standards in Great Britain, and whether it is the Government’s intention to update or amend the Euro 6/VI rules as set out in retained EU law, for example using powers under the Retained EU Law (Revocation and Reform) Bill.

We look forward to receiving your reply by the end of June 2023.

# European Scrutiny Committee

House of Commons London SW1A 0AA

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From: Sir William Cash MP

14 June 2023

Richard Holden MP  
Minister for Roads and Local Transport  
Department for Transport  
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London SW1P 4DR

## **Euro 7/VII: impact on the UK of proposed new EU pollutant emission limits for road vehicles**

Thank you for your Department's helpful Explanatory Memorandum on the European Union's proposed 'Euro 7/VII' emission limits for vehicles, which aim to reduce air pollution from both traditional and zero-emissions road vehicles. We note the Government believes the EU proposals, once adopted, will impact on the UK, not only because they will have direct legal effects in Northern Ireland under the Northern Ireland Protocol (as amended by the Windsor Framework), but also because of the UK automotive industry's close commercial links to the EU market. The Memorandum states officials are analysing the Euro 7/VII proposals to "inform the development of future options for emission standards" in Great Britain.

To aid our continued scrutiny of these proposals and their potential ramifications for the UK, we would be grateful if you could answer the following questions.

- As suggested in your Memorandum, is it the Government's expectation that the Euro 7/VII standards, like the current EU rules, will eventually be "effectively copied" by UNECE into its international vehicle regulations, which the UK routinely incorporates under its own type-approval legislation?
- Can the Government confirm the Windsor Framework would not affect the default legal position that this new EU Regulation, once adopted, would apply automatically to vehicles sold in Northern Ireland except



if the ‘Stormont Brake’ were to be used? If so, what is the Government’s view on whether the new Euro 7/VII Regulation could meet the conditions for triggering the Brake?

- Given the recent suggestion that the EU might allow the sale of new cars with internal combustion engines beyond 2035 if they run on synthetic “e-fuels”, what is the Government’s assessment of the extent to which such fuels meet the existing and proposed pollutant limits under Euro 6/VI and Euro 7/VII respectively?

We would also welcome further information on the timetable for the development of the “future options” for vehicle emission standards in Great Britain, and whether it is the Government’s intention to update or amend the Euro 6/VI rules as set out in retained EU law, for example using powers under the Retained EU Law (Revocation and Reform) Bill.

We look forward to receiving your reply by the end of June 2023.

I am copying this letter to the Chairs and Clerks of the Business and Trade Committee, the Environmental Audit Committee, and the Transport Committee; to Lord Ricketts, Chair of the House of Lords European Affairs Committee, and to Jarek Wisniewski, that Committee’s Clerk; and to Les Saunders in the Foreign, Commonwealth and Development Office.

**CHAIR**



## Department for Transport

From the Minister of State  
**Rt Hon Jesse Norman MP**

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Sir William Cash MP  
Chair, European Scrutiny Committee  
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6 July 2023

Dear Bill,

Thank you for your letter including questions with regards to the impact of proposed new EU pollutant emission limits and type approval requirements for road vehicles ('Euro 7') detailed in Explanatory Memorandum 14598/22.

First, you asked how these proposals might be incorporated into UNECE Regulations in due course. It is not currently clear whether the UNECE will be adopting elements of the Euro 7 proposal into UN Regulations. The Department are aware that areas of the proposal (e.g. specific limits and requirements, implementation dates) might change as a result of discussions between the European Commission, the European Parliament and the Council of the European Union.

At present, some of the proposed measures within Euro 7 (e.g. measurement methods on brake wear emissions and battery durability requirements for light duty vehicles) were jointly developed within the UNECE Working Group on Pollution and Energy, which the Department for Transport was directly involved in shaping. It remains unclear whether, and on what timeframe, further elements of Euro 7 proposal (e.g. new tailpipe emission limits) might be introduced within the UNECE, but this is being monitored by officials. With additional clarity on the EU's plans and the Department's position, officials will be engaging through UNECE to help shape their future work.

Secondly, you asked about interaction with the Windsor Framework. The Windsor Framework does not change the applicability of these EU regulations. The Windsor Framework provides a number of UK-EU consultation mechanisms aimed at managing implementation issues as well as longer-term issues of regulatory divergence, as they may affect Northern Ireland. This includes the Joint Consultative Working Group structured sub-group on manufactured goods, and the new Special Goods Body.

The Department will include consideration of the affects of divergence between GB and NI and whether potential mitigations will be required, such as introducing similar requirements under the GB type approval scheme, in the development of any UK legislation.

Any notification to trigger the Stormont Brake would be a matter for Northern Ireland Assembly Members. Were this to happen, the Government would then be under an obligation to accept that notification where it assessed that the necessary criteria had been met.

Thirdly, you asked about e-fuels. Vehicles using e-fuels are functionally identical to petrol or diesel vehicles, and still emit CO<sub>2</sub> and other pollutants at the exhaust. Therefore, emissions from vehicles using e-fuels (and consequently their compliance with existing or proposed pollutant limits) are expected to be equivalent to those from vehicles using conventional fossil-based fuels. The sale of these vehicles in the UK would also be prohibited by the Government's commitment for all new cars and vans to be zero-emission by 2035.

Finally, you asked about future options for emissions standards in Great Britain. A decision has not been made on whether the UK will update or amend the Euro 6/VI rules as set out in retained EU law. The Department's ongoing research on the affect of the potential introduction of new emission standards is expected to conclude shortly. Officials will analyse the research outcomes over the summer with a view to providing me with initial recommendations in due course.

I understand that there are currently disagreements on the content of the Euro 7 package amongst EU member states, which may significantly affect elements of the European Commission's proposal. The Department will continue to monitor closely any changes to the Euro 7 proposal that might arise and whether this leads to the need for further analysis before developing options for UK emission standards.

Yours ever,

A handwritten signature in black ink, appearing to read 'Jesse', with a large, stylized initial 'J'.

**RT HON JESSE NORMAN MP**

**MINISTER OF STATE FOR TRANSPORT**

The proposal intends to address three key issues arisen from existing emission standards (i.e. Euro 6 for light duty vehicles and Euro VI for heavy duty vehicles): the complexity of the standards, which have caused burden to industry; obsolete limits for the emission of pollutants; and the insufficient control of real-world emissions of such pollutants over the vehicle lifetime, as durability under Euro 6/VI is currently required for only 5 years, compared to the average age of cars in the EU of ca. 11 years. It is stated that the combination of these issues means that an overall low pollution level for emissions from road transport cannot currently be achieved, neither for currently regulated pollutants (e.g., exhaust particles, NO<sub>x</sub>), nor for unregulated pollutants such as non-exhaust particles from brakes and tyres, which are a major source of particle emissions from road transport.

Vehicles in scope of the proposed regulations are passenger cars, buses and coaches, vans and heavy goods vehicles. The general objective of the proposed regulation is to ensure the proper functioning of the EU single market by introducing rules for vehicle emissions that address the three key issues arisen from Euro 6/VI. In summary, the regulation introduces:

- Stricter limits for the emission of all relevant air pollutants already regulated, and new limits for currently unregulated pollutants (e.g. ammonia, formaldehyde, nitrous oxide, ultrafine particles).  
For cars and vans, emission limits are to remain similar to those imposed under Euro 6. Limits for buses and lorries, however, are to become more stringent (e.g. cutting emissions from NO<sub>x</sub> to roughly half compared with Euro VI levels), to reflect the potential for existing technologies to further reduce emission levels. The proposed targets are to apply from 1 July 2025 for cars and vans and from 1 July 2027 for buses, coaches and heavy goods vehicles.
- Updated real-driving testing boundaries and durability requirements, and provisions for continuous on-board monitoring of emissions over the vehicle's lifetime.
- Minimum performance requirements for battery durability for battery electric and plug-in hybrid passenger and light goods vehicles. These requirements are based upon the new UN Global Technical Regulation No. 22. They have been included to ensure sub-standard electric vehicle batteries do not enter the market, as well as to improve consumer awareness and confidence, especially in the second-hand electrified vehicle market. Options have also been reserved to set similar requirements for buses, coaches and heavy goods vehicles in the future.
- New limits for the whole-vehicle emissions of particles from brake wear and tyre wear for all new vehicles. This is expected to require manufacturers to use technologies and materials reducing such emissions (e.g., low-

emission tyres, brake pads and discs, particle collectors etc.) on new vehicles.

### **Department(s) Responsible**

Type approval is a reserved matter. The Secretary of State for Transport has primary responsibility for type approval. The associated department is the Department for Transport.

### **UK Government Explanatory Memorandum**

DfI has been advised that the Explanatory Memorandum is currently being updated and will be available following publication of the regulation. It will be forwarded to the Committee upon receipt.

### **Initial Assessment of Impact**

As this is a fully reserved matter, and the responsibility of UK Government, DfT has provided some of the following detail.

Overall, the proposed rules are intended to reduce complexity of the current emission standards by eliminating different application dates for limits and tests, and removing the requirement for multiple complex emission tests when not needed, in order to curb administrative costs for industry, and facilitate efficient implementation.

The EC predicts the proposed rules will reduce health and environmental impacts of pollution from road vehicles by providing updated limits for all relevant air pollutants that take into consideration up-to-date emission control technologies. Additionally, control of real-world emissions over a longer part of a vehicle's lifetime might be expected to improve through new testing requirements reflecting recent advancements in emission measurement equipment; and extended durability requirements for emission control systems better reflecting the average expected lifetime of vehicles.

The EC expects continuous emission monitoring, detection of non-compliance and malfunction to enable improved enforcement of emissions compliance throughout the lifetime of the vehicle. For battery electric vehicles and plug-in hybrids, ensuring they remain performant and durable by introducing the requirement for battery state-of-health monitors might also be expected improve customer trust in these vehicles.

To note, while the UK was an EU member state, EU type approval was required for mass produced vehicles. Since EU exit, in regard to goods like road vehicles, the rules have remained the same in Northern Ireland however GB now have their own GB type approval scheme. Manufacturers can choose to have dual type approval i.e EU and GB or single type approval however any new vehicle destined for the NI market must have at least EU type approval. DfT have advised that they are encouraging manufacturers to opt for dual approval. It is our understanding that as a result of the new type approval process, manufactured vehicles heading to the NI market will be compliant with EU specifications this would include EURO 7. As such it appears likely that the application of the replacement EU act would not have a significant negative impact specific to everyday life of communities in Northern Ireland.

As mentioned above in case of approval of the Euro 7 proposal by the EU, the requirements in this regulation will automatically apply to Northern Ireland (NI), but not Great Britain (GB), in accordance with the NI Protocol. In this case, some technical requirements for vehicles being placed on the market in NI may differ to those in GB. This regulatory divergence may result in GB having less stringent testing requirements and emission limits than those applying to EU and NI.

This divergence would likely impact vehicle manufacturers and component suppliers in NI, and any others in GB involved in the EU market. Under a dual regulatory regime, NI manufacturers will have a choice to meet either UK or EU regulations, therefore they will continue to be permitted to place products on the GB market without additional approvals or testing.

You may wish to note that DfT have recently advised that advice has been submitted to their minister on possible approaches, including options to accept vehicles tested to EU Euro 7 in GB to avoid divergence as a result of some manufacturers expressing concerns regarding the feasibility of introducing new testing requirements and emission-reducing technologies complying with the proposed emission standards by the application date of 1 July 2025. At present they are not in a position to provide any further detail.

Some implementing measures in Euro 7 may be developed through regulations within the UN ECE. This proposal is therefore expected to shape the global standards for pollutant emissions, providing an opportunity to harmonise standards and minimise divergence in the areas covered by these regulations. The UK is a contracting party of the UN ECE, and will therefore have the ability to influence the development of these standards. Indeed, the Department for Transport was already directly involved in shaping and supporting the development of UN regulations on battery durability and non-exhaust emissions, which some of the Euro 7 measures are based on.

In conjunction with the existing phase-out of new internal combustion engine cars and vans (e.g. hybrid, petrol and diesel vehicles) by 2035 in the EU, the adoption of the Euro 7 proposal might be expected to drive a faster transition towards an increasingly electrified vehicle fleet in the EU (including hybridisation and full electrification of fleets). As UK-based manufacturers and suppliers are part of a wider European market by supplying vehicles and components to the EU, their strategies are likely to be affected by the measures introduced by Euro 7. As the UK has similar ambitions of all new cars and vans being zero emission at the tailpipe by 2035, these proposals might be expected to further encourage the transition to zero emission mobility in the UK.

The Department for Transport is analysing the Euro 7 proposal to evaluate the financial and social impacts, and the environmental benefits that similar updates to emission standards could bring to the UK. This analysis will inform the development of future options for emission standards applying to GB, contributing to the UK's commitment to air quality targets and transition to net zero emissions by 2050.

### **Analysis by the European Commission on its Impact Assessment**

The EU's impact assessment can be found here: [Euro 7 impact assessment study - Publications Office of the EU \(europa.eu\)](#).

And more on the EU's studies can be found here: [Emissions in the automotive sector - European Commission \(europa.eu\)](#)

### **Departmental Engagement**

DfI have had limited engagement with DfT officials on this matter.