



Northern Ireland  
Assembly

## Research and Information Service Briefing Paper

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# Impact of EU Type-Approval Requirements on Small Vehicles in Northern Ireland

This briefing paper explains the EU Type-Approval Framework, its application in Northern Ireland, and sets out the upcoming UK and EU developments.

This information is provided to Members of the Legislative Assembly (MLAs) in support of their duties, and is not intended to address the specific circumstances of any particular individual. It should not be relied upon as professional legal advice, or as a substitute for it.

## Key Points

- Northern Ireland remains aligned with the EU Type-Approval Framework for small vehicles under the Windsor Framework. The EU Type- Approval Framework has rules covering safety, manufacturing and emissions, as well as other requirements not in scope of this brief.
- Regulatory divergence with Great Britain is increasing, particularly on emissions standards (Euro 6e and Euro 7) and mandatory safety technologies under General Safety Regulation II.
- Some GB-approved vehicles do not meet EU requirements and cannot be registered in NI, reducing model availability.
- Euro 6e and Euro 7 testing records higher CO<sub>2</sub> emissions—especially for plug-in hybrids—raising benefit-in-kind tax liabilities, partially mitigated by a temporary UK easement.
- Market impacts include reduced consumer choice, higher costs, lower sales and potential employment risks in automotive retail.
- Alignment with stricter EU standards may deliver public health, environmental and road-safety benefits, including cleaner air and wider uptake of safety technologies.
- The UK is consulting on closer alignment with EU and NI vehicle standards, but outcomes remain uncertain and EU regulation is likely to continue evolving.

## Introduction

This briefing examines the impact of the continued application of the European Union (EU) type-approval framework on the Northern Ireland car market. It focuses on small passenger vehicles (**Category M**) and considers two main areas of the EU type-approval framework:

- **Manufacturing and safety requirements, and**
- **Emissions requirements.**

The briefing draws on parliamentary scrutiny, committee evidence and official publications from 2024–2026 (as set out in Annex 1 of this briefing). This briefing does not provide legal or business advice.

## 1 What is the EU Type-Approval Framework for small vehicles?

The EU Type-Approval Framework establishes a single system for approving vehicles placed on the EU market. Once a vehicle type is approved by a competent authority in one EU Member State, it may be registered and sold across the EU without further

technical approval. Under Article 5(4) and Annex II of the Windsor Framework<sup>1</sup>, the EU Type-Approval Framework continues to apply in Northern Ireland.

## 1.1 The EU Type-Approval Framework

The EU Type-Approval Framework created one system of rules for the approval of new and newly registered motor vehicles in the EU.<sup>2</sup> See Annex 2 for a diagram on the key legislative framework. These rules apply to “*motor vehicles*”<sup>3</sup>, “*that are intended to be used on public roads, including those designed and constructed in one or more stages, and to systems, components and separate technical units, as well as to parts and equipment, designed and constructed for such vehicles and their trailers*”<sup>4</sup>.

The core regulation<sup>5</sup> was published in 2018 (the ‘**EU Type-Approval Reg 2018**’) as a review of the previous legislative framework determined that issues with the implementation highlighted that the framework needed reform in the areas of “*safety and of health and environmental protection*”.<sup>6</sup> One of the key developments introduced in 2018 was the concept of market surveillance<sup>7</sup>, to ensure robust monitoring and compliance with the requirements across the EU member states.

This briefing will provide an overview of the EU Type-Approval Framework, how it applies to Northern Ireland (NI) and the possible impact to NI.

### 1.1.1 Specific EU Type-Approval Requirements

#### 1.1.1.1 Safety and Manufacturing Requirements

The EU Type-Approval Framework includes detailed safety and manufacturing requirements for small vehicles, covering areas such as interior fittings, fuel-tank safety and braking systems. These requirements have continued to evolve in line with advances in scientific knowledge and vehicle technology<sup>8</sup>.

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<sup>1</sup> Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (2020) OJ L/29, Windsor Framework

<sup>2</sup> <https://eur-lex.europa.eu/EN/legal-content/summary/motor-vehicles-eu-type-approval-system.html>

<sup>3</sup> Category M and N motor vehicles as defined in Article 4(1)(a) and (b) respectively of *Regulation (EU) 2018/858 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC*

<sup>4</sup> Regulation (EU) 2018/858 Article 2 (1)

<sup>5</sup> By REGULATION (EU) 2018/858

<sup>6</sup> Ibid, paragraph (5).

<sup>7</sup> Ibid, Article 8.

<sup>8</sup> REGULATION (EU) 2019/2144 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 November 2019, paragraph (5)

For Northern Ireland, these developments are particularly relevant because these EU safety requirements apply directly to vehicles placed on the NI market.

## General Safety Regulation 2

In 2019, the European Commission agreed amendments to the EU Type-Approval Reg 2018 and adopted what is referred to as the '**General Safety Regulation 2**'<sup>9</sup>, which mandated additional safety features for new vehicles sold within the EU as regards their general safety and protection of vehicle occupants and vulnerable road users. These reforms were introduced as part of the third "Europe on the move" package<sup>10</sup> which initiated a strategy to address road safety in a changing society with developing technology.

New technological requirements<sup>11</sup> were also introduced, in part, to address the European Commission Strategic Action Plan for Road Safety<sup>12</sup>, which emphasised the EU's long-term goal to move close to zero deaths on EU roads by 2050.

### General Safety Regulation 2 summary

#### Scope<sup>13</sup>:

- In summary, General Safety Regulation II applies to Category M vehicles (see Annex 4 for the full definition) and introduces a phased set of mandatory safety technologies, with full market-access implications once registration prohibitions take effect.<sup>14</sup> See Annex 4 for more detail on certain key requirements and compliance dates for Category M vehicles.

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<sup>9</sup> Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166

<sup>10</sup> COM (2018)286 [https://eur-lex.europa.eu/resource.html?uri=cellar:f7e29905-59b7-11e8-ab41-01aa75ed71a1.0003.02/DOC\\_1&format=PDF](https://eur-lex.europa.eu/resource.html?uri=cellar:f7e29905-59b7-11e8-ab41-01aa75ed71a1.0003.02/DOC_1&format=PDF)

<sup>11</sup> See Annex II of the General Safety Regulation 2

<sup>12</sup> [https://eur-lex.europa.eu/resource.html?uri=cellar:0e8b694e-59b5-11e8-ab41-01aa75ed71a1.0003.02/DOC\\_2&format=PDF](https://eur-lex.europa.eu/resource.html?uri=cellar:0e8b694e-59b5-11e8-ab41-01aa75ed71a1.0003.02/DOC_2&format=PDF)

<sup>13</sup> Article 2 of the General Safety Regulation 2.

<sup>14</sup> Regulation (EU) 2018/858 Article 4(a)

### 1.1.1.2 Emissions requirements

The EU Vehicle Type-Approval Framework is also the mechanism through which emissions standards are applied to vehicles. Since the early 2000s<sup>15</sup>, successive Euro standards have imposed progressively stricter limits on vehicle emissions in order to reduce air pollution and environmental harm.

These standards set the maximum exhaust emissions limits that new petrol and diesel vehicles must meet before they can be type-approved, registered and sold, with requirements tightening over time as testing methods have improved.

#### Euro 5 standards

The Euro 5 standards were introduced in 2007 under the EU Type-Approval Directive to reduce harmful exhaust emissions, including particulate matter, nitrogen oxides and hydrocarbons. The standards set maximum emission limits that new petrol and diesel cars must meet before they can be type-approved, registered and sold.

The EU Type-Approval Directive also established common technical requirements for vehicle and replacement part approvals, including emissions controls and fuel-consumption testing<sup>16</sup>. Successive Euro standards have imposed progressively stricter limits, reflecting advances in laboratory and real-world testing methods.

#### Euro 6 Standards

Regulation (EC) No 715/2007 and its implementing Regulation (EU) 2017/1151 set the Euro 6 emissions framework for light-duty vehicles. In Great Britain this currently applies as **Euro 6d**.<sup>17</sup>

Under the Windsor Framework, Northern Ireland applies the updated EU standard, **Euro 6e**, which introduced revised laboratory and on-road test procedures and tougher emissions requirements. Compliance with Euro 6e does not automatically mean compliance with Euro 6d.

The Euro 6e requirements are being introduced in phases<sup>18</sup>:

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<sup>15</sup> For example, in March 2001 the European Commission launched the Clean Air For Europe (CAFE) programme. Commission communication of 4 May 2001 "The Clean Air for Europe (CAFE) Programme: Towards a Thematic Strategy for Air Quality". [Clean Air for Europe \(CAFE\) Programme | EUR-Lex](#)

<sup>16</sup> Chapter 1, Article 1 (1) and (2) of the Euro Type-Approval Directive.

<sup>17</sup> Consultation outcome- Updating GB type approval for road vehicles- Updated 6 March 2024 [Updating GB type approval for road vehicles - GOV.UK](#)

<sup>18</sup> POLICY UPDATE DECEMBER 2022 Euro 6e: Changes to the European Union light-duty vehicle type-approval procedure, Jan Dornof [Euro 6e: Changes to the European Union light-duty vehicle type-approval procedure](#)

1. **Euro 6e** – mandatory for new vehicle types from 1 September 2023, and all new vehicles from 1 September 2024.
2. **Euro 6e-bis** – mandatory for new vehicle types from 1 January 2025, and all new vehicles from 1 January 2026.
3. **Euro 6e-bis-FCM** – mandatory for new vehicle types from 1 January 2027, and all new vehicles from 1 January 2028.

### Upcoming EU standards

European Climate law,<sup>19</sup> including the Paris Agreement<sup>20</sup>, the Green New Deal<sup>21</sup> and the '[Fit for 55](#)<sup>22</sup>' legislative package as well as international climate law<sup>23</sup> has continued to evolve, providing important context for recent updates to the EU Type-Approval Framework. As its key environmental goal, the EU has committed to reduce its net greenhouse gas emissions by at least 55% by 2030, compared to 1990 and 90% reduction proposed for 2040. The upcoming emission standard for new vehicles in the EU and NI is 'Standard 7', as set out in REGULATION (EU) 2024/1257, the '**Euro 7 Reg**<sup>24</sup>'. Please see Annex 5 for more detail on the scope and relevant compliance dates for Euro 7 Reg.

## 2 Application of the EU Type-Approval Framework to Northern Ireland

The application of the Windsor Framework<sup>25</sup> provides that EU Vehicle Type-Approval Framework also applies to Northern Ireland. Specifically, according to the European

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<sup>19</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law')

<sup>20</sup> REGULATION (EU) 2018/842 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013 and OJ L 282/4 19.10.2016 (Paris Agreement)

<sup>21</sup> [https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal\\_en](https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal_en)

<sup>22</sup> [Fit for 55: Delivering on the proposals - European Commission](#)

<sup>23</sup> such as the Worldwide harmonised Light-duty vehicles Test Procedures (WLTP) and United Nations Economic Commission for Europe (UN ECE) Regulations on the emissions from light duty vehicles)

<sup>24</sup> Introduced by 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 ("**Euro 7 Reg**")

<sup>25</sup> Article 5(4) and Annex II

Commission FAQ document dated 06 March 2019, this means in relation to the EU Vehicle Type-Approval Framework:

- Motor vehicles placed on the market in Northern Ireland must comply with the EU Vehicle Type-Approval Framework.
- EU type-approvals, including revisions or extensions granted by an EU approval authority, are valid in Northern Ireland and allow vehicles to be placed on the market, registered and entered into service.
- UK type-approvals granted under EU type-approval law as applied by the IE/NI Protocol are valid only in Northern Ireland and are not recognised in the EU.
- Vehicles approved by a UK authority for Northern Ireland must carry the “UK(NI)” marking to indicate that they may be placed on the market in Northern Ireland, but not in the EU.<sup>26</sup>

As a result, the EU requirement to fit and certify certain safety features for vehicles sold in NI, as well as the upcoming implementation of the Euro 7 emissions standards and the current 6e standards, has resulted in differing safety and emissions requirements for cars registered in NI, versus the requirements for cars registered in GB.

The GB Type- Approval Framework is the post-Brexit vehicle approval regime that applies to vehicles, systems and components placed on the market in GB and was introduced by the Road Vehicles (Approval) Regulations 2020<sup>27</sup>. From **01 February 2026**, all M and N category vehicles manufactured for sale in GB must hold full GB approval or UK(NI) approval and this marked the end of any transition period for legacy arrangements.

In summary, GB Type-Approval is valid only in GB and is not recognised in the EU or NI. UKNI approvals can be used in NI and GB, but not the EU.

## 3 Impact of the EU Type-Approval Framework on Northern Ireland

### 3.1 Divergence with the UK

Type- Approval regime	Valid in	Emissions standard?	Safety requirements?
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<sup>26</sup> Brussels, 14 July 2020 REV1 – replaces the notices dated 8 February 2018 (“Type approvals (automotive vehicles)”) and 28 March 2018 (“Type approvals (vehicles and engines)”) and the Q&A document dated 6 March 2019, page 11

<sup>27</sup> <https://www.legislation.gov.uk/ukxi/2020/818/contents>

<b>EU Type-Approval</b>	EU and NI	Euro 7 standard	General Safety Regulation II
<b>GB Type-Approval</b>	GB	Assimilated Euro 6 standard	General industry alignment with GS2 but not mandatory
<b>UK/ NI type approval</b>	GB and NI	Assimilated Euro 6 standard	General industry alignment with GS2 but not mandatory

As shown in the table above, differences between the GB and EU Type-Approval frameworks mean that some GB-approved vehicles may not be eligible for registration in Northern Ireland.

Divergence is likely to increase with the introduction of Euro 7, which will apply in NI from November 2026, while the UK Department for Transport is consulting on whether to adopt Euro 6e and Euro 7 standards in Great Britain<sup>28</sup>.

The Department for Transport is also consulting on closer alignment with the EU and NI General Safety Regulation II<sup>29</sup>. Until any such changes are adopted, GB will continue to apply less stringent emissions and safety requirements than those in the EU and NI, including new Euro 7 standards for tyres and brake systems. However, the UK is generally aligned with UN standards.

Although GB rules allow manufacturers to “dual mark” vehicles for both markets, the Department for Transport has launched a call for evidence<sup>30</sup> on mandating dual marking, following concerns that voluntary uptake has been inconsistent<sup>31</sup>.

Detailed analysis of the impact this divergence could have is set out below.

### 3.2 Impact on NI car markets and consumers

It was suggested in an explanatory memorandum by the UK Department of Transport in 2022<sup>32</sup> that this divergence would likely impact vehicle manufacturers and component

<sup>28</sup> <https://www.gov.uk/government/consultations/updating-the-minimum-emission-standard-for-new-road-vehicles> closes on 25 May 2026

<sup>29</sup> <https://www.gov.uk/government/consultations/mandating-vehicle-safety-technologies-in-gb-type-approval/mandating-vehicle-safety-technologies-in-gb-type-approval>

<sup>30</sup> <https://www.gov.uk/government/calls-for-evidence/dual-marking-vehicles-under-the-gb-type-approval-scheme>

<sup>31</sup> House of Commons: Written Statement (HCWS1205), Department for Transport  
Written Statement made by: Parliamentary Under Secretary of State for  
Transport (Simon Lightwood) on 18 Dec 2025. - Vehicle Type Approval [Pdf](#)

<sup>32</sup> EXPLANATORY MEMORANDUM FOR EUROPEAN UNION LEGISLATION  
WITHIN THE SCOPE OF THE UK/EU WITHDRAWAL AGREEMENT AND  
NORTHERN IRELAND PROTOCOL

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.

The concerns around divergence between the type-approval framework in NI versus GB were repeated by key stakeholders in UK House of Lords committee sessions<sup>33</sup> and in Assembly committees. For example, representatives from the National Franchised Dealer's Association (NFDA) whose members include major dealer groups such as Charles Hurst, Donnelly and Agnew were invited to the Assembly's Committee for the Economy on 19 November 2025 to present their concerns regarding what Mr Alistair Peoples (spokesperson for the NFDA) described as "*the problem affecting the free flow of new vehicles in the United*

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14598/22

14598/22 ADDs 1-7

COM(2022) 586 final

Annexes to COM(2022) 586 final

SEC (2022) 397

SWD(2022) 358 final

SWD(2022) 359 final (1/3)

SWD(2022) 359 final (2/3)

SWD(2022) 359 final (3/3)

SWD(2022) 360 final

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 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

ADD1: ANNEXES to the Proposal

ADD2: REGULATORY SCRUTINY BOARD OPINION Development of Euro 7/VII emission standards for cars, vans, lorries and buses

ADD3: COMMISSION STAFF WORKING DOCUMENT Subsidiarity Grid

ADD4: COMMISSION STAFF WORKING DOCUMENT IMPACT ASSESSMENT REPORT

ADD5: COMMISSION STAFF WORKING DOCUMENT IMPACT ASSESSMENT REPORT (ANNEX 1-4)

ADD6: COMMISSION STAFF WORKING DOCUMENT IMPACT ASSESSMENT REPORT ANNEX 5-8

ADD7: COMMISSION STAFF WORKING DOCUMENT EXECUTIVE SUMMARY OF THE IMPACT ASSESSMENT Submitted by Department for Transport 2 December 2022

<sup>33</sup> <https://committees.parliament.uk/publications/47340/documents/245401/default/>

*Kingdom*".<sup>34</sup> The representatives summarised the impact that NI's divergence with the GB type-approval system would have on the NI car market, including:

- less choice for NI consumers,
- higher costs than consumers in GB are facing,
- unavailability of certain new models in NI,
- rising taxation,
- the possibility of job losses.<sup>35</sup>

Arguments from industry leaders were backed up by reports in February 2026 that there was an 11% fall in new car sales in NI in January 2026, the worst decline of UK regions.<sup>36</sup> There were also reports in November 2025 that certain new models of cars would not be sold in NI.<sup>37</sup> However, this could be made worse by supply chain and other cost of living pressures in addition to the issues highlighted above.

### 3.3 Wider Impacts

#### 3.3.1 Health and Environment

According to the European Environment Agency, air pollution is the largest environmental health risk in Europe<sup>38</sup>. This could also be the case in the UK, as a 2025 report by the Royal College of Physicians highlighted that "*air pollution is linked to 30,000 UK deaths in 2025*" and "*costs the economy and NHS billions.*"<sup>39</sup>

In NI specifically, the Department of Agriculture, Environment and Rural Affairs (DAERA), in their report on air pollution in NI in 2024<sup>40</sup>, names pollutants caused by road transport (amongst other sources) some of the most significant air pollutants for NI. These pollutants can cause a respiratory irritant, inflammation and can also travel into the airways and deep into the lungs.

<sup>34</sup> Committee for the Economy OFFICIAL REPORT (Hansard) Car Registrations: National Franchised Dealers Association, 19 November 2025

<sup>35</sup> Reported in AM online, **NI dealers facing a 'generational challenge' from post-Brexit rules** By [Aimee Turner](#) 21 November 2025 [NI dealers facing a 'generational challenge' from post-Brexit rules | Car dealer news](#)

<sup>36</sup> Society of Motor Manufacturers and Traders (SMMT) data, reported in the Belfast telegraph on 05 Feb 2026. [Northern Ireland new car sales continued to decline in January | Belfast Telegraph](#)

<sup>37</sup> [Northern Ireland car shortages loom as Windsor Framework forces EU vehicle standards](#), Business Matters Magazine, published December 14 2025, article by Jamie Young

<sup>38</sup> <https://www.eea.europa.eu/en/topics/in-depth/air-pollution#:~:text=Despite%20this%20improvement%2C%20air%20pollution,deaths%2C%20respectively%2C%20in%202020>.

<sup>39</sup> [Air pollution linked to 30,000 UK deaths in 2025 and costs the economy and NHS billions, warns Royal College of Physicians | RCP](#) A breath of fresh air: responding to the health challenges of modern air pollution 19 June 2025 [rcp.ac.uk/media/hvbeolvx/21072025-update-rcp-full-report-a-breath-of-fresh-air.pdf](http://rcp.ac.uk/media/hvbeolvx/21072025-update-rcp-full-report-a-breath-of-fresh-air.pdf)

<sup>40</sup> <https://www.daera-ni.gov.uk/sites/default/files/2025-11/Air%20Pollution%20in%20Northern%20Ireland%202024%20-Screen%20Version.pdf>

Therefore, it can be argued that any new legislation (such as the Euro 7 Reg) designed to target and address the emissions that cause pollution would be beneficial from a public health standpoint. New legislation would also help support the NI Executive Programme for Government 2024-2027 'Wellbeing Framework'<sup>41</sup>- 'Cleaner Environment' air pollution indicator, which is currently on an upward trajectory, demonstrating improvements in this area.<sup>42</sup>

The European Commission impact assessment<sup>43</sup> on the Euro 7 Standard Reg highlighted a range of environmental and health benefits associated with adopting stricter emissions standards for small vehicles. For example, according to the European Commission proposal, Euro 7 will reduce NOx emissions by 35% for car/vans, compared with Euro 6/VI and 13% reduction of particles from the tailpipe from cars and vans.<sup>44</sup>

### 3.3.2 Tax Implications

There have been newspaper reports and examples of policy scrutiny (see Annex 1) that have highlighted that the advanced Euro standards (6e and 7) in NI could cause company car benefit-in-kind (BIK) rates to increase further. The income tax charge to the employee and the National Insurance charge to the employer for company cars is based on the car's CO2 emissions per kilometre or where relevant, the electric mileage range of the vehicle.

This is since Euro 6e / 7 testing produces higher recorded CO<sub>2</sub>

- BIK rates are mechanically tied to those figures.
- Plug in hybrid electric Vehicles (PHEVs) see the sharpest increases.

PHEVs are hit hardest because:

- they rely on test-cycle assumptions about electric driving.
- Euro 6e / 7 testing detects more real-world engine use.
- many models jump:
  - from sub-50g/km to above 50g/km, or
  - into a band with a shorter electric range

That can mean BIK rising by 5–10 percentage points.

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<sup>41</sup> [https://www.northernireland.gov.uk/sites/default/files/2025-03/programme-for-government-2024-2027-our-plan-doing-what-matters-most\\_1.pdf](https://www.northernireland.gov.uk/sites/default/files/2025-03/programme-for-government-2024-2027-our-plan-doing-what-matters-most_1.pdf)

<sup>42</sup> [https://datavis.nisra.gov.uk/executiveofficeni/pfg\\_wellbeing\\_dashboard.html?domain=cleaner+environment](https://datavis.nisra.gov.uk/executiveofficeni/pfg_wellbeing_dashboard.html?domain=cleaner+environment)

<sup>43</sup> European Commission: Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, Euro 7 impact assessment study, Publications Office of the European Union, 2022, <https://data.europa.eu/doi/10.2873/249061>

<sup>44</sup> European Commission, Euro 7 New proposal for vehicle emissions type approval in Europe Presentation at GRPE 87 1, 12/01/2023 <https://unece.org/sites/default/files/2023-01/GRPE-87-37r1e.pdf>

These concerns were acknowledged by the UK government, and, in response, the UK Treasury announced a benefits-in-kind easement<sup>45</sup> for PHEVs. The easement will apply retrospectively from 1 January 2025 to 5 April 2028, in response to the new emission standards already being effective in NI from this date. Transitional arrangements will apply to certain PHEVs until 5 April 2031.

### 3.3.3 Road Safety

In September 2024 the Minister for Infrastructure launched the ‘Road Safety Strategy for Northern Ireland to 2030’,<sup>46</sup> which included an Action Plan<sup>47</sup>

Key performance Indicators reported in the NI Road Safety Strategy to 2030 Annual Statistical Report 2025<sup>48</sup> that overall, the number of KSI/ KSI Casualties had increased on NI roads. According to the report, “*the 2024 figure of 1,008 represents a rise of 6% over the year and is the highest figure since 2009 when there were 1,150 KSIs.*”<sup>49</sup>

Therefore, alignment with the EU and the EU Type Approval requirements for enhanced safety and manufacturing of small vehicles may work towards meeting the long-term goals of eliminating deaths and serious injuries on NI roads by 2050.

## 4 Developments

### 4.1 UK Government plans

There have been multiple recent developments from Westminster on updating the GB Type-Approval regime. One of the key focus areas is on aligning the GB regime with NI and the EU.

- The UK Department of Transport released a statement on 18 December 2025 that it intended to legislate to mandate that vehicles placed on the market in Great Britain (GB) must hold dual GB and EU type approval and marking, enabling their sale in both GB and NI<sup>50</sup>.
- The UK Department for Transport launched a consultation on 07 Jan 2026 to seek opinions on a GB type approval approach for setting manufacturing and safety requirements in vehicles. One of the stated goals of the ‘GB type approval’ is the

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<sup>45</sup> <https://www.gov.uk/government/publications/benefits-in-kind-easement-for-plug-in-hybrid-electric-vehicles/plug-in-hybrid-electric-vehicles-benefits-in-kind-easement>

<sup>46</sup> <https://www.infrastructure-ni.gov.uk/sites/default/files/2025-10/draft-road-safety-progress-report-2024-25.pdf>

<sup>47</sup> [Road Safety Strategy - Action Plan 2024 25](#)

<sup>48</sup> <https://www.infrastructure-ni.gov.uk/system/files/2025-08/ni-road-safety-strategy-to-2030-annual-statistical-report-2025.pdf> August 2025, Department for Infrastructure

<sup>49</sup> As above, page 8.

<sup>50</sup> [Vehicle type approval - GOV.UK](#)

harmonisation of UK and EU rules. The consultation period is due to close on 11 May 2026<sup>51</sup>.

- The UK Department for Transport launched a consultation on 07 January 2026 (running until 11 May 2026) on closer alignment to the EU and NI General Safety Regulation II<sup>52</sup>.
- More recently, on 13 April 2026, the UK Department for Transport launched a consultation to seek views on whether to implement the Euro 7 (including 6e) emission standard for cars, vans, trucks, buses and coaches.<sup>53</sup> Should the UK decide to adopt both Euro 6e and Euro 7 standards, the UK government intends to follow the same implementation dates as the EU, to minimise divergence.

A key theme of all proposals is to attempt to align with the EU and NI regime. However, it should be noted that the EU Type-Approval Framework could continue to develop at pace.

## 4.2 European Union plans

The EU continues to create developing standards for the automotive sector, both in relation to the environment and safety requirements.

Most recently, in December 2025, the Commission presented the Automotive Package<sup>54</sup> to support the automotive sector's efforts in the transition to clean mobility.<sup>55</sup> The package included multiple proposals on

- further addressing CO2 emission performance standards<sup>56</sup>
- Clean corporate vehicles<sup>57</sup>
- Battery boosters<sup>58</sup>

With this proposal, the EU intends to simplify rules and set an ambitious yet pragmatic policy towards adoption of electrification in the automotive market.

Regarding safety requirements for small vehicles, the current GS2 regulation is due for revision in 2027, which the European Transport Safety Council has called 'urgent' due to the

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<sup>51</sup> [Mandating vehicle safety technologies in GB type approval - GOV.UK](#)

<sup>52</sup> <https://www.gov.uk/government/consultations/mandating-vehicle-safety-technologies-in-gb-type-approval/mandating-vehicle-safety-technologies-in-gb-type-approval>

<sup>53</sup> <https://www.gov.uk/government/consultations/updating-the-minimum-emission-standard-for-new-road-vehicles> closes on 25 May 2026

<sup>54</sup> [Automotive package - Mobility and Transport - European Commission](#)

<sup>55</sup> [Cars and vans - Climate Action - European Commission](#)

<sup>56</sup> COM/2025/995 **Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC**

<sup>57</sup> COM/2025/994 **Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on clean corporate vehicles**

<sup>58</sup> COM(2025)993, COM(2025)999, C(2025)8950, SWD(2025)1056

life-saving benefits that come with swift adoption of new rules in line with new safer technologies<sup>59</sup>.

## 5 Conclusion

EU type-approval requirements continue to apply fully in Northern Ireland, creating a distinct regulatory environment within the UK. While alignment with EU standards brings potential benefits for safety, health and environmental outcomes, regulatory divergence with Great Britain is reportedly affecting vehicle availability, costs and consumer choice.

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<sup>59</sup> Road Safety Priorities for the EU 2024-2029 April 2024 [https://etsc.eu/wp-content/uploads/ETSC-Briefing-New-EU-Mandate-2024\\_2029\\_-\\_April-2024\\_final.pdf](https://etsc.eu/wp-content/uploads/ETSC-Briefing-New-EU-Mandate-2024_2029_-_April-2024_final.pdf)

# ANNEX 1

List of examples of policy scrutiny related to the impact of the EU Type- Approval requirements in NI.

## Key:

	Individual MLA/Minister/ MP/ Member of House of Lords work product
	Committee work product

Date	Relevant Parliament
	Westminster
8 <sup>th</sup> December 2025	<p>Asked by Jim Allister- MP North Antim- Traditional Unionist Voice</p> <p>Question to the Department for Transport:</p> <p>To ask the Secretary of State for Transport, what provision of what statute requires that cars sold in Northern Ireland from 1 February 2026 must have EU Vehicle Type Approval; and whether that law changes on 1 January 2026.</p> <p><b>This question was answered on 11th December 2025 by Simon Lightwood</b></p> <p>The EU type approval regulations for new cars are applied in Northern Ireland by Article 5(4) and Annex II of the Windsor Framework. This has applied since the original protocol entered into force on the 1<sup>st</sup> January 2021 and will continue to apply after the 1<sup>st</sup> February 2026. There will be no changes relating to the application of the EU type approval requirements in Northern Ireland on 1<sup>st</sup> January 2026.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>
Wednesday 12th November 2025	<p>Asked by: Harriett Baldwin (Conservative- West Worcestershire)</p> <p>Question to the Department for Transport:</p> <p>To ask the Secretary of State for Transport, what steps she is taking to support car dealers in Northern Ireland unable to access the UK market for vehicles due to manufacturers choosing not to dual approve under the UK–NI type approval system.</p> <p>Answered by Simon Lightwood - Parliamentary Under-Secretary (Department for Transport)</p> <p>This Government is committed to meeting our obligations under the Windsor Framework relating to the approval of vehicles for the market in Northern Ireland, and to ensuring that dealers and consumers in NI are not restricted in their choice of vehicles.</p> <p>Since the requirements for vehicle approval in Great Britain are derived from the EU's it makes sense to consider amendments made by the EU favourably. This government closely monitors those amendments and takes an explicit presumption in favour of alignment with them.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>

<p>Friday 5th September 2025</p>	<p>Asked by: Alex Easton-Independent- North Down</p> <p>Question to the Northern Ireland Office:</p> <p>To ask the Secretary of State for Northern Ireland, what assessment his Department has made of the potential impact of the application of General Product Safety Regulation requirements on the cost of new vehicles in Northern Ireland; and what steps he is taking to help reduce the cost of vehicles in Northern Ireland, when compared to other parts of the UK.</p> <p>Answered by Hilary Benn - Secretary of State for Northern Ireland</p> <p>The Government is committed to reducing barriers to trade between the UK and the EU, and to protecting the UK internal market. To that end, the Government has recently written to vehicle manufacturers to confirm that we intend to align requirements and ensure consistency between the type approval regimes that apply in Great Britain and the EU in order to reduce potential administrative burdens. On the specific point about the General Product Safety Regulation, we do not consider this will impact the cost of new vehicles in Northern Ireland.</p> <p>In relation to Northern Ireland, the Government meets regularly with individual manufacturers, the Society of Motor Manufacturers and Traders, and has met the National Franchise Dealers Association to understand their concerns. To that end, I draw attention to the recent statement by the Exchequer Secretary to the Treasury in relation to measures being taken on Benefit-in-Kind taxation matters in relation to Plug-in Hybrid Electric Vehicles, which will mitigate the increase in tax from higher CO2 emission standards that will apply in Northern Ireland next year and the Government will shortly consult on introducing these standards in Great Britain.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>
<p>Monday 28th July 2025</p>	<p>Asked by: Lord McCrea of Magherafelt and Cookstown (Democratic Unionist Party - Life peer)</p> <p>Question to the Department for Transport:</p> <p>To ask His Majesty's Government what assessment they have made of reports that new car prices in Northern Ireland could increase by around £4,000 compared to Great Britain by 2026 under new regulatory divergence; what steps they are taking to prevent the emergence of a divided UK car market; and what discussions they are having with relevant UK and EU partners about that issue.</p> <p>Answered by - Minister of State (Department for Transport)</p> <p>This Government is committed to meeting our obligations under the Windsor Framework relating to the approval of vehicles for the market in Northern Ireland, and to ensuring that consumers in NI are not restricted in their choice of vehicles.</p> <p>Since the requirements for vehicle approval in Great Britain are derived from the EU's it makes sense to consider amendments made by the EU favourably. This government closely monitors those amendments and takes an explicit presumption in favour of alignment with them.</p> <p>To this end the government will consult on proposals to align with Euro 6e emissions regulations, and is considering options for requiring the fitment of the safety technologies mandated by the EU's general safety regulation.</p> <p>The government meets regularly with individual manufacturers, the Society of Motor Manufacturers and Traders, and has met the National Franchise Dealers Association to understand the issues facing them, including those caused by misalignment between the GB and EU schemes.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>

<p>Wednesday 21st May 2025</p>	<p>Asked by: Afzal Khan (Labour - Manchester Rusholme)</p> <p>Question to the Department for Transport:</p> <p>To ask the Secretary of State for Transport, if her Department will review emission standards for plug-in hybrid electric vehicles in line with EU ratings.</p> <p>Answered by <a href="#">Lilian Greenwood</a> - Government Whip, Lord Commissioner of HM Treasury</p> <p>The current emission standard for cars and vans in Great Britain is known as Euro 6d. Under the Windsor Framework, Northern Ireland applies the EU standard, known as Euro 6e.</p> <p>The Department for Transport plans to consult soon on a proposal to update the required emission standard for new cars and vans, including plug-in hybrid electric vehicles, in line with Euro 6e.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>
<p>Thursday 24th October 2024</p>	<p>Asked by: Clive Jones (Liberal Democrat - Wokingham)</p> <p>Question to the Department for Business and Trade:</p> <p>To ask the Secretary of State for Business and Trade, if he will make it his policy to foster collaboration between (a) UK regulatory authorities and (b) relevant EU agencies on (i) expertise, (ii) data and (iii) best practices for manufactured goods (A) regulation and (B) safety.</p> <p>Answered by Douglas Alexander - Secretary of State for Scotland</p> <p>This Government values strong UK-EU trading relations and recognises the importance of regulatory cooperation to maximising the benefits from our trade relationship, including ensuring consumer safety. The UK-EU Trade and Cooperation Agreement (TCA) provides a basis for cooperation in respect of manufactured goods. The TCA's sectoral working groups facilitate mutual information exchange and discussion of regulatory developments in motor vehicles and parts, medicinal and organic products. This Government is also committed to advancing discussions on systematic exchange of data on unsafe non-food products as outlined in the TCA and looks forward to exploring further opportunities for UK-EU collaboration.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>
<p>asked on 22nd July 2025</p>	<p>Questioner: Alex Easton (Independent - North Down)</p> <p>Question to the Northern Ireland Office:</p> <p>To ask the Secretary of State for Northern Ireland, what assessment his Department has made of the potential impact of the application of General Product Safety Regulation requirements on the cost of new vehicles in Northern Ireland; and what steps he is taking to help reduce the cost of vehicles in Northern Ireland, when compared to other parts of the UK.</p> <p>Answered by Hilary Benn Secretary of State for Northern Ireland</p> <p><b>This question was answered on 5th September 2025</b></p> <p>The Government is committed to reducing barriers to trade between the UK and the EU, and to protecting the UK internal market. To that end, the Government has recently written to vehicle manufacturers to confirm that we intend to align requirements and ensure consistency between the type approval regimes that apply in Great Britain and the EU in order to reduce potential administrative burdens. On the specific point about the General Product Safety Regulation, we do not consider this will impact the cost of new vehicles in Northern Ireland. In relation to Northern Ireland, the Government meets regularly with individual manufacturers, the Society of Motor Manufacturers and Traders, and has met the National Franchise Dealers Association to understand their</p>

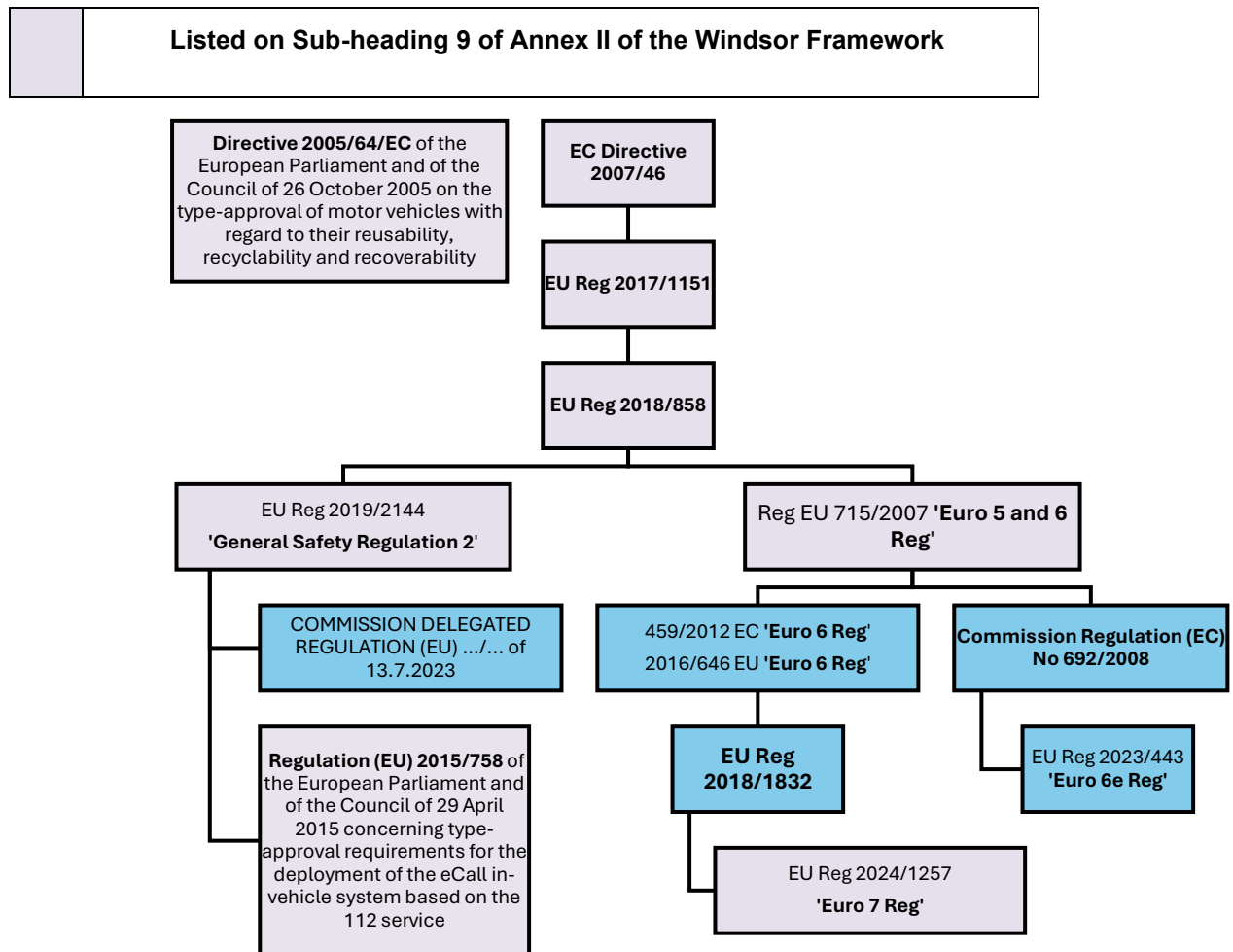
	<p>concerns. To that end, I draw attention to the recent statement by the Exchequer Secretary to the Treasury in relation to measures being taken on Benefit-in-Kind taxation matters in relation to Plug-in Hybrid Electric Vehicles, which will mitigate the increase in tax from higher CO2 emission standards that will apply in Northern Ireland next year and the Government will shortly consult on introducing these standards in Great Britain.</p> <p><a href="#">Written questions and answers - Written questions, answers and statements - UK Parliament</a></p>
Response dated: 05 January 2026	<p>Hilary Benn MP response to NI Affairs Committee questioning on Wednesday October 22<sup>nd</sup> 2025</p> <p><a href="#">MC/25/765 - Tonia Antoniazzi MP (Chair, Northern Ireland Affairs Committee) - Vehicle Emissions Standards - Google Docs</a></p>
Response dated: 21 January 2026	<p>Hilary Benn MP response to Rt Hon. the Baroness Foster of Aghadrumsee DBE's written question on behalf of Intertrade UK.</p> <p><a href="#">MC/26/45 - Baroness Foster, Intertrade UK Chair - Vehicle Type Approval - Google Docs</a></p>
Response dated: 10 February 2026	<p>Hilary Benn MP response to NI Scrutiny Committee letter of 15 May 2025.</p> <p><a href="#">MC/26/94 - Lord Carlile of Berriew CBE KC, NISC Chair - NI Motor Industry - Google Docs</a></p>

Date	Northern Ireland Assembly
Thursday, 05 March 2026	<p>Windsor Framework Democratic Scrutiny Committee</p> <p>COM/2025/993 Proposal for a Regulation as regards the Simplification of Technical Requirements and Testing Procedures for Motor Vehicles: Department for Infrastructure</p> <p><a href="#">committee-38960.pdf</a></p>
Wednesday, 02 October 2024	<p>Committee for Infrastructure</p> <p>Vehicle Emissions Trading Schemes (Amendment) Order 2024: Department for Infrastructure</p> <p><a href="#">committee-33821.pdf</a></p>
Wednesday, 25 September 2024	<p>Committee for Infrastructure</p> <p>Zero Emission Vehicle Mandate: National Franchised Dealers Association</p> <p><a href="#">committee-33775.pdf</a></p>
<p>Tabled Date: 21/11/2025</p> <p>Answered On Date: 01/12/2025</p>	<p>Mr Daniel McCrossan (SDLP - West Tyrone)</p> <p>Question: To ask the Minister for the Economy for her assessment of comments made by the National Franchised Dealers Association, at the meeting of the Committee for the Economy on 19 November 2025, which warned that the industry faces a generational challenge from post-Brexit trading rules, which will mean higher costs and reduced choice for consumers.</p> <p>Answer:</p> <p>The Windsor Framework established a new set of arrangements for the movement of goods between Britain and the North. The British Government is responsible for the implementation of these arrangements, which it must do in a way that is fair, transparent and does not undermine competitiveness or consumer choice in the North.</p> <p>Vehicle Type Approval is a reserved matter and the Department for Transport (DfT) in Britain is responsible for the UKNI and GB Type Approval Schemes.</p> <p>My Department maintains regular contact with the British government, to ensure that issues such as these, which arise because of Brexit, are highlighted.</p> <p>AQW 36057/22-27</p> <p><a href="#">AIMS Portal</a></p>

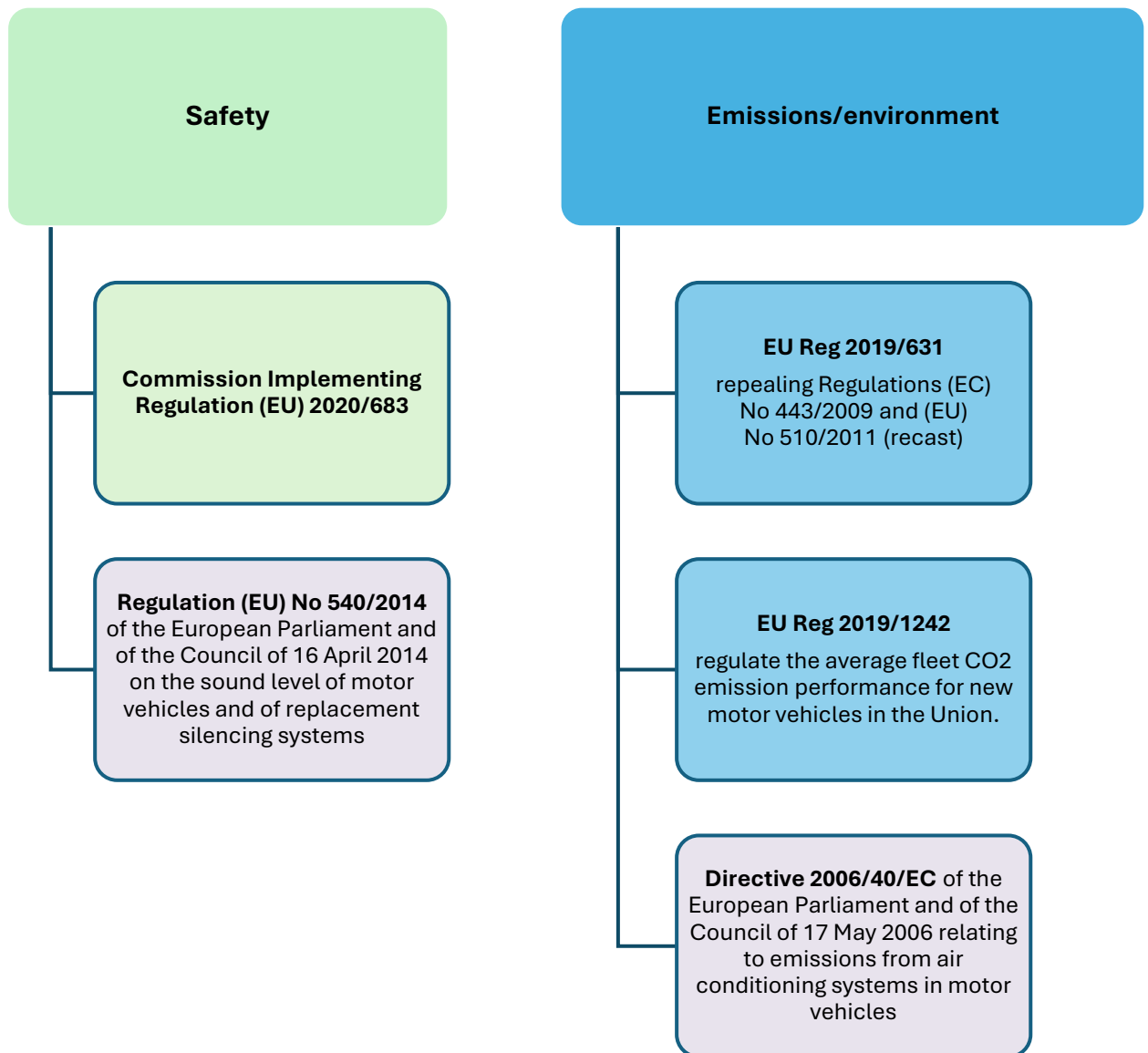
# ANNEX 2

The EU Type-Approval Legal Framework (Key type-approval legislation related to safety and emissions requirements for small motor vehicles)

Key:



**Other related legislation which supplements the EU Type-Approval Framework**



# ANNEX 3

## Legal and policy background

The EU type-approval framework is rooted in UNECE<sup>60</sup> regulations<sup>61</sup>, and was originally set out in Directive 2007/46/EC the ‘**EU Type-Approval Directive**’, which was replaced in 2018 by Regulation (EU) 2018/858 the ‘**EU Type-Approval Reg 2018**’. Key reforms introduced market surveillance and strengthened safety and environmental protections. Under Article 5(4) and Annex II of the Windsor Framework<sup>62</sup>, the EU Type-Approval Framework continues to apply in Northern Ireland. More specifically, sub-heading nine of Annex II of the Windsor Framework (‘**Sub-heading 9**’), named ‘**Motor Vehicles, including agricultural and forestry tractors**’, lists the relevant EU legislation on the theme of motor vehicles that continue to apply in NI. This list includes multiple type-approval related legislation which make up the EU Type Approval Framework. The key legislation listed in Sub-heading 9, related to EU Type Approval of small motor vehicles is also set out under Annex II of this briefing. Any further EU legislation that replaces or amends the legislation listed under Sub-heading 9 will also apply in NI, subject to certain controls as set out in the Windsor Framework, for example, the Stormont brake<sup>63</sup>.

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<sup>60</sup> The UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) is a regulatory forum within the institutional framework of the UNECE Inland Transport Committee. The forum is dedicated to technical regulations applied to the broad automotive sector, including defining safety and environmental performance requirements for cars and other vehicles. Three UN Agreements, provide the legal framework allowing contracting parties (including certain EU member states and the UK) attending the WP.29 sessions to establish regulatory instruments.

<sup>61</sup> WP.29 currently administers three UN Agreements, namely:

1. *UN 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions:*
2. *UN 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles:*
3. *UN 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections.*

<sup>62</sup> Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (2020) OJ L/29, Windsor Framework

<sup>63</sup> Article 13(3) and (4) of the Windsor Framework enacted by Decision No 1/2023 of the Joint Committee established by the Agreement on the Withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community of 24 March 2023 laying down arrangements relating to the Windsor Framework)

# ANNEX 4

## Definition of Category M “small vehicles”<sup>64</sup>:

Category M definition
<p><i>Category M consists of motor vehicles designed and constructed primarily for the carriage of passengers and their luggage, divided into:</i></p> <p><i>(i) <b>Category M (1):</b> motor vehicles with not more than eight seating positions in addition to the driver's seating position and without space for standing passengers, regardless of whether the number of seating positions is restricted to the driver's seating position;</i></p> <p><i>(ii) <b>Category M(2):</b> motor vehicles with more than eight seating positions in addition to the driver's seating position and having a maximum mass not exceeding 5 tonnes, regardless of whether those motor vehicles have space for standing passengers; and</i></p> <p><i>(iii) <b>Category M(3):</b> motor vehicles with more than eight seating positions in addition to the driver's seating position and having a maximum mass exceeding 5 tonnes, regardless of whether those motor vehicles have space for standing passengers;</i></p>

## Certain Key Requirements<sup>65</sup> and compliance dates for Category M Vehicles

Key Requirement	Date of refusal to grant EU type-approval for category M vehicles without the Key Requirement	Date of the prohibition of the registration of vehicles, as well as the placing on the market and entry into service of components and separate technical units for category M vehicles without the Key Requirement
Advanced emergency braking for pedestrians and cyclists	7 July 2024	7 July 2026

<sup>64</sup> Article 2 of the General Safety Regulation 2.

<sup>65</sup> Requirements set out in Annex II of the General Safety Regulation 2.

<b>Safety glazing</b>		<b>6 July 2022</b>
<b>Audible warnings</b>		<b>6 July 2022</b>
<b>Intelligent speed assistance</b>	<b>6 July 2022</b>	<b>7 July 2024</b>
<b>Driver drowsiness and attention warning</b>	<b>6 July 2022</b>	<b>7 July 2024</b>
<b>Reversing detection</b>	<b>6 July 2022</b>	<b>7 July 2024</b>

# ANNEX 5

## Euro 7 Reg Scope<sup>66</sup>:

- Applies to motor vehicles of categories M1, M2, M3<sup>67</sup> (which are in scope of this brief) as well as other vehicles, including those designed and constructed in one or more stages, and to systems, components and separate technical units intended for such vehicles.

## Emissions limits and compliance dates

- Euro 7 emission limits for Category M vehicles and the relevant compliance dates are set out in Annex 1 of Euro 7 Reg.
- As per Article 10 and 11 of the Euro 7 Reg, with effect **from 29 November 2026**, approval authorities shall, in the case of new types of vehicles of category M1 or N1 which do not comply with this Regulation, **refuse to grant EU emission type-approval** or national emission type-approval to such new types of vehicles on grounds relating to CO<sub>2</sub> and pollutant emissions, fuel and electric energy consumption or battery durability.

## Specific requirements for electric vehicles:

- Euro 7 imposes actual emissions limits on electric vehicles for the first time.<sup>68</sup>
- Emissions limits introduced for tyres and brake systems.
- Durability standards for Electric vehicles and plug-in hybrids batteries.

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<sup>66</sup> 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 (“**Euro 7 Reg**”)Article 2

<sup>67</sup> as specified in Article 4 of Regulation (EU) 2018/858

<sup>68</sup> <https://www.rac.co.uk/drive/advice/emissions/what-is-euro-7-and-when-does-it-start/> Euro 7 emissions standard: what is it and when does it come into effect? Lawrence Allan 25th Feb 2026