

FACT SHEET



EURO 7: HELPING OR HINDERING DECARBONISATION?

All the auto industry's investments are geared towards decarbonising road transport, which will enable us to reach climate neutrality and tackle air quality. The Euro 7 proposal risks making the green transition a more distant prospect.

Euro 7 is a new regulatory proposal put forward by the European Commission in November 2022 to further reduce pollutant emissions, such as nitrogen oxides (NOx) and particles, from all new vehicles.

INVESTING IN ELECTRIFICATION

The European auto industry is investing maximum manpower and capital to improve zero-emission technologies, investing over **€250 billion in electrification**.

€250 BILLION INVESTMENT IN ELECTRIFICATION

PROGRESS TOWARDS ELECTRIFICATION AND ALTERNATIVE POWER SOURCES



The EU will be the first and only global market to go **all-electric for cars and vans**.



2022

1/5

In 2022, **over one in five** of all new cars sold in the EU had a plug.

2030

3/5

By 2030 this is forecast to rise to **three cars in every five**.

2034

By 2034, **93% of all new cars** will be battery electric.



+224.7%



692
ZERO-EMISSION TRUCKS

2019

1,627
ZERO-EMISSION TRUCKS

2022

Sales of zero-emission trucks accelerated from **692 in 2019 to 1,624 in 2022 (+224.7%)**.

MISMATCHED POLICIES

The EU CO2 regulations for all vehicles require massive investments in electrification. The **Euro 7 proposal** on the other hand, would require significant investment in the combustion engine. Such mismatched policies risk slowing down decarbonisation.

THE SMART WAY FORWARD

Electrification, alongside the development of alternative fuels, **is the most efficient way to reduce CO2 emissions from road transport**.

It is also by far the most effective way to minimise pollutant emissions and therefore improve air quality. The European auto industry urgently needs a streamlined, holistic approach to the massive zero-emissions transition.

