

FACT SHEET



EURO 7: REALISTIC OR UNREALISTIC TIMINGS?

The European auto industry needs proper lead time to develop and implement emission reduction technologies in new vehicles. In its current form, the Euro 7 proposal contains unrealistic timelines from an engineering point of view.

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.

WHAT IS THE PROPOSED TIMELINE FOR EURO 7 IMPLEMENTATION?

**JULY
2025**
for cars and vans



**JULY
2027**
for trucks



Euro 7 is unlikely to be adopted before the end of 2024.

The new regulations would come into force in **July 2025 for cars and vans** and **July 2027 for trucks**. This would only leave a few months for new cars to comply with extremely stringent new regulations. At least three years lead time is required for such major changes.

IS THIS REALISTIC?

The proposed date for the **Euro 7** regulation is unrealistic, as it does not provide sufficient lead time to develop, engineer, test, and type approve all combustion engine and electric vehicle models and variants addressed by **Euro 7**.

The investment needed for this proposal would mean commissioning and building major new test facilities.

OBSTACLES:

- Type-approval authorities would not have the capacity to handle the expected surge in approval requests. This would effectively lead to a halt in sales for many vehicles.
- The shorter the lead time, the higher the vehicle cost increase will be, because of short-term limited supplier capacity.

WHAT WILL BE THE IMPACT OF THE PROPOSED TIMELINE?



Significantly increased costs
Diversion of resources in order to meet extremely tight deadlines

UNPRECEDENTED SPEED FOR IMPLEMENTATION

There is usually always **one-year difference between** when a law comes into effect for *new* types of vehicles (2014 for Euro 6) and for *all* types of vehicles (2015 for Euro 6).

In the case of **Euro 7**, not only is there no longer a differentiation between 'new types' and 'all types', but the lead time is too short.

ACEA RECOMMENDS:

- Changing the proposed implementation timeline to a 'new types' date that delivers at least three years lead time from when the complete package (including all implementing/delegated acts) is known.
- Returning to the practice of having one-year difference between the 'all types' and 'new types' date.

