

# Euro 7: European Council adopts new emission rules for cars, vans and trucks

16-Apr-2024 13:36 GMT

**Amit Panday**

**S&P Global**

Supply Chain and Technology, Automotive

## **Following the council's approval of the European Parliament's position, the legislative act has been adopted**

On April 12, the European Council announced that it has adopted the Euro 7 regulation, which lays down rules on new emission restrictions for road vehicles and battery durability.



*Source: Getty Images/Wavebreakmedia*

The adoption of the mandate by the European Council is the last step in the decision-making procedure.

The text adopted by the council covers passenger cars, vans and heavy-duty vehicles in one single legal act and aims to further lower air pollutant emissions from exhaust fumes and brakes.

The Euro 7 regulation was first presented by the European Commission in November 2022. The European Council adopted its position in September 2023. Later in December 2023, the council and the European Parliament reached a provisional political agreement on the matter.

Following the council's approval of the European Parliament's position, the legislative act has been adopted, the council said in a press note.

After being signed by the president of the European Parliament and the president of the council, the regulation will be published in the Official Journal of the European Union and will enter into force on the twentieth day following its publication.

The dates of application of the regulation will depend on the kind of vehicle concerned, such as:

- a) 30 months for new types of cars and vans, and 42 months for new cars and vans
- b) 48 months for new types of buses, trucks and trailers, and 60 months for new buses, lorries and trailers
- c) 30 months for new systems, components or separate technical units to be fitted in cars and vans, and 48 months for those to be fitted in buses, lorries and trailers

The Euro 7 regulation establishes rules for the exhaust emissions of road vehicles, and also for other types of emissions such as tire abrasion and brake particle emissions. It also introduces requirements for battery durability.

For cars and vans, the new regulation keeps the existing Euro 6 exhaust emission limits but introduces stricter requirements for solid particles.

For heavy-duty buses and lorries, the regulation imposes more stringent limits for various pollutants, including some that have not been regulated until now, such as nitrous oxide (N<sub>2</sub>O).

In addition, Euro 7 introduces stricter limits for particle emissions produced when braking, with specific limits for electric vehicles. The new rules also include stricter lifetime requirements for all vehicles in terms of both mileage and lifetime.

## CONTACTS

### The Americas

+1 877 863 1306

### Europe, Middle East & Africa

+44 20 7176 1234

### Asia-Pacific

+852 2533 3565

[www.spglobal.com/mobility](http://www.spglobal.com/mobility)

Copyright © 2024 S&P Global Inc. All rights reserved.

These materials, including any software, data, processing technology, index data, ratings, credit-related analysis, research, model, software or other application or output described herein, or any part thereof (collectively the “Property”) constitute the proprietary and confidential information of S&P Global Inc its affiliates (each and together “S&P Global”) and/or its third party provider licensors. S&P Global on behalf of itself and its third-party licensors reserves all rights in and to the Property. These materials have been prepared solely for information purposes based upon information generally available to the public and from sources believed to be reliable.

Any copying, reproduction, reverse-engineering, modification, distribution, transmission or disclosure of the Property, in any form or by any means, is strictly prohibited without the prior written consent of S&P Global. The Property shall not be used for any unauthorized or unlawful purposes. S&P Global’s opinions, statements, estimates, projections, quotes and credit-related and other analyses are statements of opinion as of the date they are expressed and not statements of fact or recommendations to purchase, hold, or sell any securities or to make any investment decisions, and do not address the suitability of any security, and there is no obligation on S&P Global to update the foregoing or any other element of the Property. S&P Global may provide index data. Direct investment in an index is not possible. Exposure to an asset class represented by an index is available through investable instruments based on that index. The Property and its composition and content are subject to change without notice.

THE PROPERTY IS PROVIDED ON AN “AS IS” BASIS. NEITHER S&P GLOBAL NOR ANY THIRD PARTY PROVIDERS (TOGETHER, “S&P GLOBAL PARTIES”) MAKE ANY WARRANTY, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, FREEDOM FROM BUGS, SOFTWARE ERRORS OR DEFECTS, THAT THE PROPERTY’S FUNCTIONING WILL BE UNINTERRUPTED OR THAT THE PROPERTY WILL OPERATE IN ANY SOFTWARE OR HARDWARE CONFIGURATION, NOR ANY WARRANTIES, EXPRESS OR IMPLIED, AS TO ITS ACCURACY, AVAILABILITY, COMPLETENESS OR TIMELINESS, OR TO THE RESULTS TO BE OBTAINED FROM THE USE OF THE PROPERTY. S&P GLOBAL PARTIES SHALL NOT IN ANY WAY BE LIABLE TO ANY RECIPIENT FOR ANY INACCURACIES, ERRORS OR OMISSIONS REGARDLESS OF THE CAUSE. Without limiting the foregoing, S&P Global Parties shall have no liability whatsoever to any recipient, whether in contract, in tort (including negligence), under warranty, under statute or otherwise, in respect of any loss or damage suffered by any recipient as a result of or in connection with the Property, or any course of action determined, by it or any third party, whether or not based on or relating to the Property. In no event shall S&P Global be liable to any party for any direct, indirect, incidental, exemplary, compensatory, punitive, special or consequential damages, costs, expenses, legal fees or losses (including without limitation lost income or lost profits and opportunity costs or losses caused by negligence) in connection with any use of the Property even if advised of the possibility of such damages. The Property should not be relied on and is not a substitute for the skill, judgment and experience of the user, its management, employees, advisors and/or clients when making investment and other business decisions.

The S&P Global logo is a registered trademark of S&P Global, and the trademarks of S&P Global used within this document or materials are protected by international laws. Any other names may be trademarks of their respective owners.

The inclusion of a link to an external website by S&P Global should not be understood to be an endorsement of that website or the website’s owners (or their products/services). S&P Global is not responsible for either the content or output of external websites. S&P Global keeps certain activities of its divisions separate from each other in order to preserve the independence and objectivity of their respective activities. As a result, certain divisions of S&P Global may have information that is not available to other S&P Global divisions. S&P Global has established policies and procedures to maintain the confidentiality of certain nonpublic information received in connection with each analytical process. S&P Global may receive compensation for its ratings and certain analyses, normally from issuers or underwriters of securities or from obligors. S&P Global reserves the right to disseminate its opinions and analyses. S&P Global Ratings’ public ratings and analyses are made available on its sites, [www.spglobal.com/ratings](http://www.spglobal.com/ratings) (free of charge) and [www.capitaliq.com](http://www.capitaliq.com) (subscription), and may be distributed through other means, including via S&P Global publications and third party redistributors.