

**Members of the European Parliament,**

**Ministers of the 27 EU Member States,**

Last year, the European Commission proposed a new Euro 7 pollutant emissions standard for new vehicle types, after years of collecting evidence and data.

The European Union **needs a timely and well-targeted Euro 7 legislation** for cars, vans, trucks and buses to improve the health and wellbeing of its citizens and urban population in particular. Cities cannot be left alone to improve air quality with the limited resources available to them. Euro 7 will make it easier for national and local administrations to deliver on ambient air quality commitments currently being upgraded by EU legislation. While the shift to electromobility is underway, 100 million new vehicles with an internal combustion engine are expected to be sold in the EU in the next decade and will remain on European roads for years to come. Electrification and continued improvement of conventional engines are complementary approaches and should work hand in hand to achieve significant pollution reductions.

Europe needs **more ambitious standards** and must maintain its global leadership alongside the US and China, which are also adopting more ambitious pollutant regulations. European vehicle manufacturers will need to invest in these other regions in adopting advanced technologies anyway to remain **competitive in the global market**.

New Euro 7 rules need to be **adopted within the current legislative period**, to ensure that citizens living in cities can continue to benefit as soon as possible from improving air quality facilitated by reduced vehicle pollution. Emission control systems meeting the Commission proposal requirements are already mature and available, as shown by data collected during robust road testing by various technology providers. The timely availability of mature affordable emission control systems meeting the requirements of the Commission proposal has been demonstrated by data collected during robust road testing by various technology providers. To facilitate, implementing and delegated acts should be swiftly adopted after the legislation, with the most important parameters already developed in parallel in the coming months. This early development of the regulatory detail is critical to a successful implementation, providing industry with confidence to invest, and enabling the path to cleaner road transport and improved public health.

Further, Euro 7 emission **testing procedures** need enhancement compared to Euro 6/VI, in combination with the ambitious limit values and lifetime requirements proposed by the Commission, to reflect driving conditions and the actual environmental impact of different vehicle types in the real world. The Commission's proposed new testing rules will, with certain improvements to ensure representativeness of on-road testing, strike a good balance between what is necessary and what is feasible. They will ensure that emissions from trucks especially will be controlled under true real-world conditions.

As the necessary technologies are already known, the most accurate cost analysis of Euro 7 demonstrates that the price to pay for industry and consumers is moderate. Euro 7 vehicles will remain affordable, while according to the Commission's own calculations, every euro invested in Euro 7 technology will return five times more benefits in terms of health and environment protection costs.

Now that discussions on the legislative proposal are at a decisive point, the industrial sectors represented by the signatories below call on EU institutions to take an **ambitious and future-oriented position** on Euro 7 including for exhaust and non-exhaust, i.e. evaporative and refuelling systems, brakes and tyres; as well as for reagent quality requirements and the durability of batteries, without undue delay.

## Signatories

### AECC – Association for Emissions Control by Catalyst



AECC is an international non-profit scientific association of European companies operating worldwide in the research, development, testing and manufacture of key technologies for emissions control. Their products are the ceramic substrates for catalysts and filters; catalysts (substrates with catalytic materials incorporated or coated); adsorbers; filter-based technologies to control engine particulate emissions; and speciality materials incorporated into the catalyst or filter. **Contact:** Executive Director Dirk Bosteels, [dirk.bosteels@aecc.eu](mailto:dirk.bosteels@aecc.eu)

### CECRA – Voice of European vehicle dealers and repairers



CECRA is the European federation bringing together 21 national professional associations representing the interests of the motor trade and repair businesses and 6 European Dealer Councils on behalf of vehicle dealers for specific makes. CECRA represents on a European scale 336,720 motor trade and repair businesses. Together they employ 2.9 million people. **Contact:** Director General Bernard Lycke, [bernard.lycke@cecra.eu](mailto:bernard.lycke@cecra.eu)

### CEFIC AGU – Automotive Grade Urea Sector Group



CEFIC AGU is an association of European urea producers dedicated to the responsible usage of NOx reduction agent AUS 32 (aqueous urea solution, abbreviated "AUS 32") specified in the ISO standard 22241 and AUS 40 (aqueous urea solution, abbreviated "AUS 40") specified in the ISO standard 18611 for the selective catalytic reduction of nitrogen oxide emissions of diesel engines in order to assist the related industry to fulfill the requirements of the relevant European emissions legislation. **Contact:** Sector Group Manager Frédéric Aertsens, [fae@cefic.be](mailto:fae@cefic.be)

### CITA – International Motor Vehicle Inspection Committee



CITA is the worldwide association of authorities and authorized companies active in the field of vehicle compliance. CITA dedicates its daily efforts to improving road safety and protecting the environment, facilitating best practice recommendations and drafting international standards. CITA is the impartial partner to enable programs and policies for safe and clean vehicles. **Contact:** [secretariat@citainsp.org](mailto:secretariat@citainsp.org)

### CLEPA – European Association of Automotive Suppliers



CLEPA, the European Association of Automotive Suppliers based in Brussels, represents over 3,000 companies, from multi-nationals to SMEs, supplying state-of-the-art components and innovative technology for safe, smart and sustainable mobility, investing over €30 billion yearly in research and development. Automotive suppliers directly employ 1.7 million people in the EU. **Contact:** Head of Strategic Communications Filipa Rio, [f.rio@clepa.be](mailto:f.rio@clepa.be)

### IPA – International Platinum Group Metals Association



IPA is a non-profit association that represents the worldwide leading mining, production and fabrication companies in the global platinum group metals (PGMs) industry, comprising platinum, palladium, iridium, rhodium, osmium and ruthenium. The organisation, founded in 1987, is based in Munich and holds membership meetings twice a year. Its working committees and groups meet regularly throughout the year. The association actively engages and collaborates in a strong network of partner organisations. **Contact:** Managing Director Gabriele Randlshofer, [gabriele.randlshofer@ipa-news.com](mailto:gabriele.randlshofer@ipa-news.com)

### MECA – Trade association of companies supplying clean mobility technologies



MECA is a nonprofit trade association of companies that supply clean mobility technologies that reduce the environmental footprint of all mobile vehicles and equipment, including passenger cars and trucks, commercial vehicles and off-road equipment. **Contact:** Executive Director Rasto Brezny, [rbrezny@meca.org](mailto:rbrezny@meca.org)