



FACT SHEET



EURO 7:

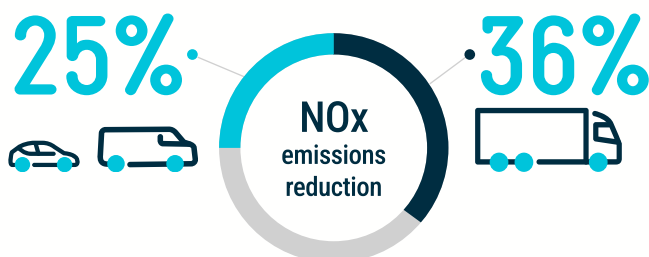
PRODUCTIVE OR COUNTERPRODUCTIVE FOR THE ENVIRONMENT?

Significant progress has been made in the EU on reducing air pollution from vehicles, under the current Euro 6/VI standards. Euro 7 is unlikely to make much more of an impact, and may even be counterproductive as it risks slowing down fleet renewal.

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 PROGRESS HAS BEEN MADE ON REDUCING EMISSIONS?

Between 2014–2020, Euro 6/VI standards delivered a **25% cut** in total NOx emissions from cars and vans on EU roads and a **36% cut** from heavy-duty vehicles.

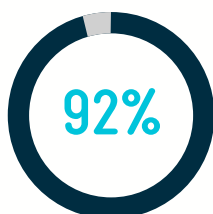


BUT...

The impact of Euro 6/VI is being held back by the high proportion of older vehicles still in circulation. For instance, eight years after Euro VI, pre-Euro VI trucks still account for **three-quarters** of the total trucks on EU roads and **92% of NOx**.



of trucks on EU roads are older than Euro VI



of EU truck NOx emissions come from pre-Euro VI models

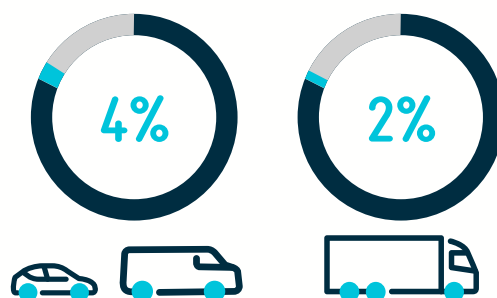
When it comes to tailpipe emissions, the **Euro 7 proposal** would only deliver marginal gains for the environment.

However, it makes sense to address non-exhaust emissions from tyres and brakes, which make up **90% of particle emissions**.

WHAT FURTHER IMPACT WILL EURO 7 HAVE?

The **Euro 7 proposal** would only deliver a reduction of road transport NOx emissions by **less than 4% for cars and vans** (compared to Euro 6 levels) and by about **2% for trucks**.

But it will entail significant human and financial resources.



Without tackling the older vehicles, Euro 7 will have a barely perceptible impact on road transport NOx emissions.

Consumers and operators, faced with higher priced vehicles, are likely to keep older vehicles for longer, having a counterproductive effect on the environment.

ACEA RECOMMENDS:

The contribution of **Euro 7** to air quality would be significantly lower than fleet renewal based on existing Euro 6/VI technology.

Replacing older vehicles with Euro 6/VI models, alongside the electrification of new vehicles would bring a **80% reduction in road transport NOx emissions by 2035 compared to 2020**.

There's still big potential to be realised from the investment already made in improving air quality under Euro 6/VI.

