



FACT SHEET



# EURO 7: REALISTIC OR UNREALISTIC TIMINGS?

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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.

