



Paris, 25 May 2023

## POLITICAL OPINION

**Political opinion on the Proposal for a Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009, COM (2022) 586 final**

The European Affairs Committee of the French Senate,

Having regard to Article 114 of the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information,

Having regard to Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy-duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC,

Having regard to Commission Regulation (EU) 2016/1718 of 20 September 2016 amending Regulation (EU) No 582/2011 with respect to emissions from heavy-duty vehicles as regards the provisions on testing by means of portable emission measurement

systems (PEMS) and the procedure for the testing of the durability of replacement pollution control devices,

Having regard to Directive (EU) 2016/2284 of the European Parliament and of the Council of 14 December 2016 on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC,

Having regard to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC,

Having regard to Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles,

Having regard to Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO<sub>2</sub> emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC,

Having regard to the Communication from the European Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 December 2019, “The European Green Deal”, COM(2019) 640 final,

Having regard to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 9 December 2020, “Sustainable and Smart Mobility Strategy – putting European transport on track for the future”, COM(2020) 789 final,

Having regard to the Communication from the European Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 5 May 2021, “Updating the 2020 New Industrial

Strategy: Building a stronger Single Market for Europe's recovery", COM(2021) 350 final,

Having regard to the Communication from the European Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 12 May 2021, "Pathway to a Healthy Planet for all – EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil'", COM(2021) 400 final,

Having regard to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ("European Climate Law"),

Having regard to the Communication from the European Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 July 2021, "Fit for 55: delivering the EU's 2030 Climate Target on the way to climate neutrality", COM(2021) 550 final,

Having regard to Senate European Resolution No 124 (2021-2022) of 5 April 2022 on the "Fit for 55" package,

Having regard to Senate Information Report No 755 (2021-2022) by Sophie PRIMAS, Amel GACQUERRE and Franck MONTAUGÉ, produced in the name of the Economic Affairs Committee on the economic sovereignty of France, "Five plans to rebuild economic sovereignty", introduced on 6 July 2022,

Having regard to the Proposal for a Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009, COM (2022) 586 final,

Having regard to the Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/1242 as regards strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles and integrating reporting obligations, and repealing Regulation (EU) 2018/956, COM(2023) 88 final,

Having regard to Regulation 2023/851 of the European Parliament and of the Council of 19 April 2023 amending Regulation (EU) 2019/631 as regards strengthening the CO<sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles in line with the Union's increased climate ambition,

*On the very many issues involved in tightening vehicle pollution emission standards*

Considering the objectives to reduce greenhouse gas emissions by at least 55% by 2030, compared to 1990, and to achieve carbon neutrality by 2050, as established in the European Climate Law, in line with the aims of the Paris Agreement, signed on 12 December 2015;

Considering Regulation 2023/851 of the European Parliament and of the Council of 19 April, revising CO<sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles, which suggests that they will no longer be marketed after 2035;

Considering the Proposal by the European Commission of February 2023 to market only zero-emission new city buses from 2030;

Whereas decarbonising road transport will have an impact on ambient air quality and the health of Europeans;

Whereas the Union's economic and industrial sovereignty needs to be preserved and strengthened, in particular by offering European businesses clear prospects for adapting to decarbonisation targets;

Renews its support for the targets set for reducing greenhouse gas emissions and atmospheric pollutants, and for achieving carbon neutrality by 2050; considers it necessary to give priority to accelerating the decarbonisation of road transport, and in particular to promote the transition to electric motors embarked upon by French and European car manufacturers, over the next few years;

Considers that sovereignty issues should be taken into consideration when producing regulations applicable to a sector as strategic and symbolic as the automobile industry; notes the progress made by some countries in the transition to electricity in

this sector which could disrupt the European economy, by proposing some very competitive offers;

Notes that European car manufacturers are engaged in a strategy to electrify their range of vehicles to meet the EU's environmental and energy targets, which should result in a ramping-up of sales of electric vehicles in Europe by 2035;

Considers that the text proposed by the European Commission should maintain a balance between its environmental benefits and its socio-economic effects;

*On the advisability of a further tightening of emission limits for relevant atmospheric pollutants*

Whereas the European Commission intends to strengthen and harmonise air pollutant exhaust emissions standards for all road vehicles with an internal combustion engine, irrespective of the fuel used;

Asserts that the Euro 5 and Euro 6 standards, which have been updated regularly, have set increasingly strict air pollutant emissions thresholds, contributing to a significant reduction in the amounts of pollutants emitted into the air by the European automobile fleet, especially in urban areas;

Notes that the current Euro 6d Full standards already set very strict limits on emissions of pollutants, with some studies showing that internal combustion vehicles currently on the market now produce virtually no exhaust emissions;

Deems it necessary to take account of the progress already made and still to come in terms of clean mobility, and of conversion efforts already undertaken by the automobile sector to prepare for decarbonisation;

Considers that further adaptations are not necessarily justified, especially as the resulting additional reductions in polluting emissions could be negligible, particularly for passenger vehicles and light commercial vehicles;

Considering the investment needed to adapt new internal combustion vehicles to the Euro 7 standards and the risk of technical and financial resources allocated to electric vehicles being transferred to the internal combustion engine;

Deems it illogical to require manufacturers to carry out major new developments in internal combustion engines when these engines are destined to disappear within the next ten years and believes it would be preferable to encourage the European automobile industry to invest in zero-emission technology;

Expresses reservations about the information provided by the European Commission with which to assess the impact that the introduction of these anti-pollution devices would have, as it underestimates the investment needed and the resulting increase in the cost of vehicles for households, especially the most vulnerable, and makes little mention of the estimated impact on the industrial fabric of the proposed reassessment of standards;

Notes that ensuring the compliance of combustion engine vehicles, resulting in an increase in their selling price, could discourage households and small businesses from purchasing new vehicles, and as a result further slow the rate of renewal of the European automobile fleet, whereas this is a priority in the framework of energy and climate transition;

Notes that people living in rural and peri-urban municipalities, where there is no alternative to the private car, are usually owners of the most polluting type of vehicles; points out that the planned tightening of standards, by increasing the selling price of less-polluting vehicles, could therefore make it even more difficult for households in these areas to afford these vehicles and that this specific risk should be taken into consideration;

Considers that French and European car manufacturers should offer their customers a wide range of electric vehicles at all price levels;

Notes that, for heavy-duty vehicles, the application of stricter regulations on exhaust emissions of pollutants would be consistent with the Proposal for a Regulation presented in February 2023 by the European Commission targeting a 90 % reduction in emissions for fleets of new lorries by 2040, with the sale of internal combustion lorries still permitted after 2035;

Requests, on the other hand, that the thresholds for exhaust emissions of atmospheric pollutants set by the Euro 6 and Euro VI regulations be maintained, relating to private vehicles and light commercial vehicles, and city buses respectively;

*On the regulation of particulate emissions from brakes and tyres*

Whereas there are plans to regulate fine particulate emissions linked to braking and the release of microplastics from tyre abrasion from all vehicles, both internal combustion and electric;

Considering future prospects for developing and marketing electric vehicles, with an increase in sales observed and expected in almost all Member States;

Notes that particles from sources other than exhaust gases are expected to become the main source of pollution and that this concerns all vehicles, including electric vehicles;

Approves the approach adopted by the European Commission which, while taking into account the diversity of pollution generated by road transport, ensures full technology neutrality between types of road vehicle motorisation;

Agrees that new requirements should be set in terms of emissions of pollutants linked to brake wear and tyre abrasion for all vehicles, regardless of their motorisation type, in line with targets for improving ambient air quality and decarbonising road transport;

*On measuring atmospheric pollutant emissions in real driving conditions*

Whereas there are proposals to broaden the range of use conditions covered by on-road emission testing in order to ensure that vehicles comply with the Euro 7 standards in extreme driving situations;

Believes it is more realistic to carry out certification testing using a methodology based on the standard use of vehicles; considers in this respect that reassessing tests in real driving conditions, taking extreme situations into account, does not seem justified;

*On the calendar for the entry into force of the Euro 7 regulations*

Whereas the Euro 7 regulations are set to come into force on 1<sup>st</sup> July 2025, for cars and vans, and 1<sup>st</sup> July 2027, for lorries and buses;

Points out that the calendar for examining the Proposal for a Regulation does not allow for a final agreement on this text to be envisaged before the first half of 2024 and that, consequently, the date scheduled for the entry into force of the Regulation appears particularly optimistic;

Recalls that the Regulation cannot be implemented until after adoption by the European Commission of the many delegated and implementing acts needed for the preparation of some technical requirements;

Considers that the calendar envisaged for the entry into force of the Euro 7 standards should take into account the time needed by the automobile industry, technical services and the certification authorities to adapt to any new regulations;

Requests therefore that the planned implementation be postponed until a later date;