

(English version)

**Question for written answer E-004225/25
to the Commission
Andreas Glück (Renew)
(27 October 2025)**

Subject: Delay of the second package of Euro 7 implementing acts

The Euro 7 Regulation ⁽¹⁾ introduces new emission standards, including, for the first time, requirements for brake particle emissions and battery durability. The technical elements are laid down in implementing acts. While the first package of implementing acts was adopted in June 2025, the second package, laying down the requirements for brakes and batteries, is yet to be finalised.

Given that the Euro 7 vehicle type-approval standard comes into effect from 29 November 2026 for new models and a year later for all registrations, and that manufacturers as well as type-approval authorities require sufficient lead time of at least 12 months for certification processes, a delay in adopting the second package into 2026 risks causing regulatory uncertainty and bottlenecks across the EU automotive sector. Given this situation:

1. Can the Commission confirm that it intends to publish the second package of Euro 7 implementing acts by 1 January 2026?
2. What measures is the Commission taking to align the EU process with the relevant United Nations Economic Commission for Europe regulations in order to avoid delays?
3. In case of a further delay in publishing the relevant implementing acts, is the Commission considering adapting the Euro 7 timeline or introducing transitional provisions in order to ensure regulatory certainty and industrial feasibility?

Submitted: 27.10.2025

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(13 January 2026)**

The Commission is fully aware of the importance of providing legal certainty for vehicle manufacturers and type-approval authorities with sufficient lead time for the application of the second package of Euro 7 implementing acts and is committed to full alignment with the relevant United Nations (UN) Regulations.

The technical content of the new requirements for brake particle emissions and battery durability requirements have been endorsed in October 2025 in the United Nations Economic Commission for Europe Working Party on Pollution and Energy (GRPE) ⁽¹⁾, providing manufacturers, authorities and technical services with clarity on the future Euro 7 requirements to start the testing.

The Commission will do its utmost efforts to have the secondary legislation under Euro 7 adopted as soon as possible after the formal adoption of the new UN Regulations by the World Forum for the Harmonisation of Vehicle Regulations, which is expected in March 2026. The Commission counts on the support from all relevant actors for an early publication of the secondary legislation. The timetable set out in the Euro 7 Regulation remains achievable.

¹ Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 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), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 (OJ L, 2024/1257, 8.5.2024, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>).

⁽¹⁾ Meeting documents are available from the United Nations Economic Commission for Europe (UNECE) website: <https://unece.org/transport/events/wp29grpe-working-party-pollution-and-energy-93rd-session>.