

To:

Ursula von der Leyen, *President of the European Commission*

Frans Timmermans, *Executive Vice-President of the European Commission, European Green Deal*

Thierry Breton, *Commissioner for Internal Market*

Virginijus Sinkevičius, *Commissioner for Environment, Oceans and Fisheries*

Adina-Ioana Vălean, *Commissioner for Transport*

Stella Kyriakides, *Commissioner for Health and Food Safety*

Kerstin Jorna, *Director-General Internal Market, Industry, Entrepreneurship and SMEs*

Florika Fink-Hooijer, *Director-General Environment*

Copy to:

Pascal Canfin, *Chair Environment, Public Health and Food Safety Committee*

Anna Cavazzini, *Chair Committee on the Internal Market and Consumer Protection*

Karima Delli, *Chair Committee on Transport and Tourism*

Future vehicle emission standard, Euro 7 – joint letter

Dear President von der Leyen, dear Executive Vice-President Timmermans, dear Commissioners, Breton, Sinkevičius, Vălean and Kyriakides,

The need for another Euro emission standard for cars, vans, trucks and buses is clear. Road transport remains the **main source of toxic NO₂ (nitrogen dioxide) emissions** - the pollutant at the heart of ‘the Dieselgate scandal’ – and the **third largest source of PM_{2.5}** (particulate matter smaller than 2.5 microns). Across the EU air pollution causes over 400,000 premature deaths and contributes multiple diseases. The effects start in the lung, but air pollution has impacts on the entire body and the latest scientific evidence shows that health effects are observed even at very low levels.

Air pollution is particularly bad in traffic choked cities where the levels of air pollutant observed often exceed the 2021 World Health Organisation’s (WHO) Air Quality Guidelines. New WHO guidelines recommend drastic cuts in pollution compared to current EU Air Quality limits. 5 years after the Dieselgate scandal and while consumers are still looking for compensation, lax limits set over a decade ago and loopholes mean that car makers are allowed to pollute large amounts on the road. Improvements in vehicle testing recently achieved are not enough. To reach the new WHO guidelines or the derived future EU air quality limit values, the EU has to do more to urgently reduce pollution from road transport.

Despite the proposed phase out of internal combustion engine cars in 2035 and the uptake of electric cars, a new Euro 7 standard is still relevant. T&E forecasts another 95 million more ICE cars will be sold in Europe between 2025 and 2035, when Euro 7 is expected to enter into force while the take-up of zero emission trucks will take time. On average, these vehicles will remain on the road for more than a decade and much longer in Central, Eastern and Southern Europe, often in excess of 15 years. This means there is at least another quarter of a century of polluting vehicles on the EU’s roads.

A new Euro 7/VII standard is Europe's last chance to slash toxic pollution from engines and it cannot be missed. An ambitious Euro 7 could reduce total EU NOx emissions by 4.2 million tonnes by 2050 and avoid 35,000 premature deaths. Crucially large reductions in pollution are both technically and economically feasible. The Commission's proposal must be **a comprehensive revision of the outdated Euro 6/VI standard, reducing pollution to the lowest technically feasible levels and closing all loopholes left behind from the Dieselgate era.**

Therefore, we call on the European Commission to ensure that its proposal:

- 1. Sets the lowest limits globally, based on best available technology,** at the minimum this **should** be aligned with the most ambitious limit scenarios presented by the CLOVE Consortium. Alongside this more ambition is urgently needed to bring down cold start emissions i.e. those which occur when the engine is first started, for all vehicles to the lowest technically feasible levels. This is critical to reduce total trip emissions, particularly for NOx in urban areas, where most people are exposed.
- 2. Regulate all relevant pollutants harmful to human health and the environment:** Including ultra-fine, ammonia, nitrous oxide, methane, formaldehyde and non-methane organic gases. Brake particles must also be covered and limits set at a level which would require the fitting of the most effective emissions reduction technology.
- 3. Covers all driving conditions which can be encountered in Europe** by ensuring emission limits apply wherever and whenever a car is driven. Consumers should finally trust the effectiveness of emissions standards when going to the dealership. If a car is designed to be driven a certain way on the road, such as on city trips then it needs to meet emission limits when such driving occurs. In addition, any possibility to exceed the applicable limits, the so-called 'extended' driving conditions, should only apply to very rare and extreme driving conditions.
- 4. Ensures lifetime emission compliance** and require durability and in service testing which covers the entire lifetime of vehicles across all Member States. This is critical for ensuring that air pollution is not exported along with second hand cars to Central, Eastern and Southern Europe as every EU citizen has the same right to breathe clean air. Strong durability requirements provisions should be included in the next standard to avoid such disastrous situation.

For Euro 7/VII to be successful, **all aspects mentioned above as well as proposed by CLOVE need to be introduced together as a comprehensive package of measures by 2025 at the latest.** Anything less, such as a limited revision of Euro 6 which, for example, only reduces pollutant emission limits while disregarding improvements to durability or testing conditions will do little to improve vehicles' real world emissions performance. It will also show that the EU failed to learn from the Dieselgate scandal and reduce Euro 7 to a greenwashing exercise.

For the sake of its citizen's health and the environment, we call on the Commission to bring forward an ambitious proposal and prove that the EU is committed to the ambitions of the Zero Pollution Action Plan to tackle emission reduction "at the source" and the promises made in the Green Deal.

We remain available for further exchange on this key dossier for clean air.

Yours Sincerely,
The signatories below



Shirley Rodrigues,
London Deputy Mayor
for Environment and Energy

Dan Lert,
Deputy Mayor of Paris in
charge of the ecological
transition, the climate plan,

Alain Maron,
Minister for Climate Change,
Environment, Energy and
Participatory Democracy



Comune di
Milano

Elena Eva Maria Grandi, Deputy Mayor for the
Environment and Green and
Arianna Censi, Deputy Mayor for Mobilitywater
and energy



Campaign for
Better Transport



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ET L'HOMME

Für Mensch
und Umwelt



