

To:

Frans Timmermans, Executive Vice-President, European Green Deal
Margrethe Vestager, Executive Vice-President, A Europe fit for the digital age
Thierry Breton, Commissioner for Internal Market
Virginijus Sinkevičius, Commissioner for Environment, Oceans and Fisheries

Copy to:

Adina-Ioana Vălean, Commissioner for Transport
Stella Kyriakides, Commissioner for Health and Food Safety
Jean-Baptiste Djebbari, Ministre délégué auprès de la ministre de la Transition écologique, chargé des Transports
Fabrice Dubreuil, Le Représentant Permanent Adjoint de la Représentation Permanente de la France
Clément Beaune, Secrétaire d'État auprès du ministre de l'Europe et des Affaires étrangères, chargé des affaires européennes
Karima Delli, Transport Committee Chair
Pascal Canfin, Environment, Public Health and Food Safety Committee Chair
Kerstin Jorna, Director-General Internal Market, Industry, Entrepreneurship and SMEs
Florika Fink-Hooijer, Director-General Environment

Brussels, 2nd February 2022

Reaction to the Commission's postponement of the publication of Euro 7/VII proposal

Dear Vice President Timmermans, Vice President Vestager, Commissioner Breton, Commissioner Sinkevičius,

Transport & Environment is greatly concerned at the postponement of the Commission proposal on the new Euro 7/VII vehicle pollution emission standards for cars, vans and heavy-duty vehicles proposal expected since 2021 to July 2022.

Given that the preparatory work is complete, T&E sees no justification for such a delay beyond the pressure from the car industry. Delaying the publication of new emissions standards for vehicles unacceptably hinders EU efforts to clean up toxic air pollution caused by road transport in line with the EU's Green Deal Zero Pollution Action Plan and unnecessarily puts EU citizens' health and lives at risk. Delaying the introduction of less polluting vehicles will, yet again, make it more difficult for Member States to meet EU Air Quality Standards as well as stringent new World Health Organisation Air Quality Guidelines which require large reductions in ambient nitrogen

dioxide and particulate matter concentrations of which road transport is the largest and third largest source, respectively.

According to the 2021 report by the European Environment Agency (EEA), in excess of 360,000 premature deaths per year are [attributable](#) to air pollution in the European Union which is largely produced by internal combustion engines in road transport. Yet an ambitious and swiftly implemented Euro 7/VII standard will not only slash pollution from almost [100 million cars](#) (ahead of the phase out of the internal combustion engine in this segment in 2035) but also secure the EU industry's place as a global leader in automotive engineering.

For Europe to retain its regulatory credibility, Euro 7/VII must be implemented as soon as possible. The last Euro 6/VII standards were set over a decade ago and emission control technology has progressed leaps and bounds since. The technology to slash emissions from road transport already exists, is affordable- the Commission's own estimates put the price at a maximum of €500 per car- and contrary to doomsday claims by carmakers recent polling shows that [EU car buyers are prepared to pay more for less polluting cars](#). Both China and the U.S.A have already set stricter standards than the EU and Euro 7/VII itself has been under development by the Commission for over three years since December 2018.

EU citizens have waited long enough for clean air. The technology to significantly reduce pollutant emissions is available. The costs are much less than the scaremongering by the industry leads us to believe. Therefore, T&E calls on the Commission to publish the Euro 7 proposal as soon as possible and under no circumstances later than the previously announced date of the 5th of April 2022. This will increase the chances of the new Euro 7/VII rules coming into force by 2025 thus ensuring that the new rules apply to at least a decade of internal combustion engines and at least one vehicle production cycle thereby reducing the burden of new regulation on carmakers. T&E remains at your disposal for a direct exchange on this topic.

Sincerely yours,



William Todts

Executive Director, Transport & Environment (T&E)