

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  
**Martin Kupka**, Minister of Transport, Government of the Czech Republic  
**Mikuláš Bek**, Minister for European Affairs, Government of the Czech Republic  
**Jaroslav Zajíček**, Deputy Head of the Czech Permanent Representation to the EU, Permanent Representative to COREPER I, Ambassador,  
**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, 30th of June 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,

We are greatly concerned at the further postponement of the Commission's proposal on the new Euro 7/VII vehicle pollution emission standards for cars, vans and heavy-duty vehicles expected since 2021 to November 2022.

Once again delaying the publication of the Euro 7/VII proposal seriously casts into doubt the Commission's commitment to clean air, the health of its citizens and of the environment. The delay unacceptably hinders EU efforts to clean up toxic air pollution caused by road transport and unnecessarily puts EU citizens' health and lives at risk. Every month that the implementation of Euro 7 is delayed due to the late publication of the proposal, 1 million more polluting cars will be placed on the EU's road and stay there for decades to come. This will 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.

With no increase in the ambition of EU car CO<sub>2</sub> standards until 2030, stringent vehicle pollutant emission limits are the only EU tool available for slashing pollution from diesel and petrol cars that will be sold in the tens of millions over the next eight years. An ambitious and swiftly implemented Euro 7/VII standard can curtail pollution from almost [100 million cars](#) (ahead of the phase out of the internal combustion engine in this segment in 2035) and also secure the EU industry's place as a global leader in automotive engineering. Without strict emission standards, Europe loses its regulatory credibility, engineering prowess and falls behind both China and the U.S.A, both of which have already set stricter vehicle emission standards.

The technology to reduce pollutant emissions is available. The costs are much less than the scaremongering by the industry leads us to believe. Euro 7 has been under development since 2018, it is now time for it to be published. Therefore, we call on the Commission to publish the Euro 7/VII proposal as close as possible to the previously announced July publication date. 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. We remain at your disposal for a direct exchange on this topic.

Sincerely yours,