

To:

Maroš Šefčovič, Executive Vice-President, European Green Deal

Thierry Breton, Commissioner for Internal Market

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

Virginijus Sinkevičius, Commissioner for Environment, Oceans and Fisheries

Copy to:

Stella Kyriakides, Commissioner for Health and Food Safety

MEP Alexandr Vondra

MEP Bas Eickhout

MEP Christel Schaldemose

MEP Jens Gieseke

MEP Nikolaj Villumsen

MEP Susana Solís Pérez

MEP Sylvia Limmer

Brussels, 7th of December 2023

Subject: NGO call to rename Euro 7 for cars to Euro 6f

Dear Vice President Šefčovič, Commissioner Breton, Director General Jorna and Commissioner Sinkevičius,

The undersigned organisations represent environmental, health and consumer civil society groups from across the European Union representing the voice of millions of European citizens.

We are greatly concerned with the direction that the new Euro 7 emission standard has taken for cars. The Euro 7 regulation was [supposed to](#) protect public health and reduce toxic emissions from road transport – the largest pollutant source in cities – by delivering significantly less polluting vehicles. An ambitious standard, based on scientific evidence, would have cut toxic NO₂ air pollution in cities by up to [a quarter by 2025](#) and saved thousands of lives cut short by toxic air.

The reduction in tailpipe emissions is now expected to be very limited, if any, for cars given the position of the European Parliament and of the Council on the regulation. In particular, the Council's position on pollution limits, testing conditions and pollutants regulated remains completely unchanged from the Euro 6 standard in force today. This means that it is now highly likely that there will be no or very little reduction in tailpipe pollution from Euro 7 cars compared to the latest Euro 6 standard. In effect, Euro 7 cars will not be any cleaner than the Euro 6 cars on European roads today.



Given the lack of tailpipe emission reduction, which can be expected from Euro 7 cars, naming these cars as Euro 7 cannot be justified. This will only greenwash Euro 6 cars as 'clean' Euro 7 despite tailpipe pollution from these cars remaining unchanged. Such misrepresentation risks misleading and confusing consumers who will expect their Euro 7 cars to be much less polluting by allowing carmakers to advertise Euro 6 cars as 'clean' Euro 7. It could also be directly damaging to consumers if higher prices ('a clean premium') are charged for Euro 7 cars, despite carmakers having to invest nothing to reduce tailpipe pollution. Such claims will also undermine local action to cut air pollution in towns and cities and make it more difficult to meet legal air quality obligations.

To prevent greenwashing, we call on the Commission to rename Euro 7 as Euro 6f for cars. This would more appropriately reflect the step-wise improvement of the regulation (particularly in the area of non-exhaust emission) from Euro 6e rather than the widespread overhaul that the Euro 7 naming implies. Euro 6f, with its new provisions on regulating non-exhaust emissions, would naturally continue the Euro 6 tradition of introducing new provisions to emissions regulation such as was delivered with on-road Real Driving Emissions (RDE) testing without the risk of undermining action to improve air quality across the EU.

We remain at your disposal for a direct exchange on this topic.

Sincerely yours,

