

Myths and truths about Euro 7 pollutants limits for new vehicles in the EU



Every new vehicle sold in the next decades should play its part in reducing air pollution. The robust Euro 7 rules proposed by the European Commission put EU citizens' health first and will keep the automotive sector competitive globally.

Euro 7 is ~~unnecessary~~

All EU citizens will benefit: an upgrade to Euro 7 reduces health risks caused by vehicle traffic. Each € invested in Euro 7 results in a reduction of 5€ on healthcare and environment costs.

Keeping Euro 6/VI is not sufficient.

20% of distance driven in Europe is outside current test boundaries. Wider Euro 7 test methods will better capture emissions resulting from driving in different conditions.

Euro 7 will ~~not~~ make Europe competitive

China and the United States are moving ahead with more stringent standards than Euro 6/VI. Europe cannot stay behind if it wants to remain competitive.

Investing in Euro 7 comes at incremental cost of 0.6-5.7 billion euro compared to the 59 billion euro each manufacturer is expected to invest in electrification, connectivity and automation by 2050.

Euro 7 limits are ~~not~~ feasible

The necessary emission control technology is already available and has been tested successfully with vehicles on the road.

Fitting the latest emission control technology can reduce truck NOx emissions by 75-96% compared to Euro VI-C and NOx from a gasoline car by 40-64% from Euro 6d.

Vehicle manufacturers are already developing new vehicles with more stringent limits than Euro 6/VI in mind.

Euro 7 is ~~not~~ affordable

Cars and trucks will remain affordable as equipping them with new emission control technologies comes at a very small proportion of the cost of a new vehicle.

Studies on the impact of Euro 7 estimate the additional cost of new cars to be between 104-251€ compared to Euro 6d.

Contrary to some claims, Euro 7 vehicles will not need to comply with all possible driving situations, hence automatic gearboxes and hybridisation technologies should not be counted among the cost to adapt to the new standards.

