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'I' ITEM NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
Subject:	Omnibus IX on the automotive industry Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 of the European Parliament and of the Council as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014 of the European Parliament and of the Council Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/6/EEC to exempt certain N2 electric vehicles from the requirement to install and use a speed limitation device - Presidency progress report

I. INTRODUCTION

1. On 16 December 2025, the Commission presented the Automotive Omnibus IX package as part of the broader Automotive Package and the Industrial Action Plan for the European automotive sector. The package consists of a proposal for a Regulation on the simplification of technical requirements and testing procedures for motor vehicles and a proposal for a Directive exempting certain N2 electric vehicles from the requirement to install and use a speed limitation device.

2. The proposals aim to reduce unnecessary administrative and regulatory burdens for manufacturers, operators and competent authorities, improve coherence within the EU type-approval framework and support the competitiveness of the European automotive sector while maintaining high standards of safety and environmental protection.

3. This report has been prepared under the responsibility of the Cyprus Presidency and reflects the progress achieved in the Council. It does not prejudge the position of Member States.

4. The European Parliament has started its examination of the package. Discussions are ongoing within the competent parliamentary committees (ENVI, IMCO and TRAN). The joint Committees are expected to vote on the reports in November.

5. Both the European Economic and Social Committee and the Committee of the Regions were consulted in accordance with the Treaties.

II. PROGRESS WITHIN THE COUNCIL

6. The examination of the package began in January 2026 within the Antici Group on Simplification. During the Cyprus Presidency, delegations conducted a thorough examination of both proposals.

7. To facilitate discussions, the Presidency held a series of technical meetings, bilateral consultations and written consultations. The Presidency also tabled successive compromise texts reflecting delegations' comments and drafting suggestions.

8. Discussions confirmed that there is broad support for the overall objective of simplifying the EU automotive regulatory framework and reducing unnecessary administrative burdens. Furthermore, delegations generally supported efforts to improve regulatory coherence and facilitate the market uptake of innovative vehicle technologies.

9. The Presidency's compromise texts were broadly seen as a useful basis for discussions and helped to narrow the differences on a number of technical issues. Significant progress was achieved on several simplification measures and technical adaptations proposed by the Commission and further developed during negotiations.

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III. MAIN ISSUES DISCUSSED

10. Delegations broadly supported a number of simplification measures contained in the package. Discussions showed that there was broad agreement on the streamlining of certain type-approval procedures, increased alignment with relevant UNECE requirements, simplification of end-of-series procedures and measures aimed at reducing unnecessary burdens for vehicle operators and manufacturers.

11. At the same time, the discussions revealed that there were differing views regarding the extent to which the package should accommodate technological neutrality. Some delegations argued that a broader approach should be taken by recognising a wider range of zero-emission and carbon-neutral vehicle technologies, while others believed the package should remain focused on simplification and should not prejudge discussions taking place in legislative files being examined under sectoral policies.

12. In this context, the main outstanding issues concerned the scope and treatment of a new vehicle sub-category, suggested by the Commission for small electric vehicles, the possible extension of similar provisions to light commercial vehicles, the treatment of plug-in hybrid vehicles and the utility factor methodology, and the timing and implementation of certain Euro 7 requirements, particularly for heavy-duty vehicles. On some of these key issues guidance was sought from the Permanent Representatives Committee on 1 April 2026.

13. Delegations also expressed differing views on the appropriate balance between regulatory simplification, technological neutrality and environmental objectives. While some delegations considered that additional flexibility would further strengthen the competitiveness of the European automotive sector, others stressed the importance of maintaining consistency with existing climate and transport legislation.

14. The Presidency explored a range of compromise solutions to bridge these differences. While those efforts helped to clarify the main areas of convergence and divergence, a limited number of politically sensitive issues remained unresolved.

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IV. ASSESSMENT OF THE STATE OF PLAY

15. The Cyprus Presidency believes that substantial technical progress has been achieved on both proposals. The examination carried out during the first half of 2026, facilitated by successive compromise texts and extensive consultations with delegations, enabled delegations to identify the principal legal, technical and policy issues raised by the package and led to significant progress in the discussions on most of the provisions and helped expand them when room for simplification was identified in related matters.

16. The Presidency also considers the remaining outstanding issues to be limited in number, but politically sensitive in nature. These issues are closely linked to broader discussions concerning the automotive sector's future technological path and therefore extend beyond the purely technical simplification objectives of the package.

17. As a result, while there is broad support exists on the overall objectives of the proposals, further political guidance will be required before a common position can be established on the remaining issues.

V. WAY FORWARD

18. The Presidency notes that there is broad support for the overall objective of simplification and that substantial progress has been achieved on the majority of provisions.

19. In light of the remaining politically sensitive issues, further work will be required under the incoming Irish Presidency to identify possible compromise solutions and prepare the ground for the establishment of the Council's negotiating position.

20. The Permanent Representatives Committee is invited to take note of this progress report.

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