Council of the European Union

Brussels, 5 April 2024
(OR. en)

Interinstitutional File: 2022/0365(COD)

7568/24
ADD 1

CODEC 745
MI 349
ENV 354
ENT 77

'I/A' ITEM NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
Subject:	Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 **(first reading)** - Adoption of the legislative act = Statement

Statement by Ireland

Euro 7 is a significant and complex file with direct and immediate impacts to our environment, our air quality and public health within the Union. We recognise the diligent work of the Swedish and Spanish Presidencies, and the work of our colleagues in the European Parliament, to come to a balanced and fair agreement which takes into account the varying concerns of Member States.

As for many of our colleagues, it was a priority for Ireland that we see the introduction of updated standards as soon as possible. We are pleased that the Council and the Parliament have both swiftly voted to adopt the compromise agreed at trilogue, providing some certainty to industry and ensuring that more stringent requirements for new road vehicles will come into effect sooner rather than later. This will contribute, albeit in a limited fashion, to protecting our air quality and by extension the health and wellbeing of all the citizens of the Union.

This notwithstanding, the compromise reached at trilogue neither meets the reasonable and achievable ambitions set out in the Commission's original proposal, nor takes account of the concerns Ireland and other Member States raised throughout negotiations. Ultimately, Euro 7 will not oblige manufacturers to meaningfully limit non-CO2 emissions from road vehicles. While we do not oppose its final adoption, our overall position has not changed and we will abstain from voting accordingly.

Ireland will continue to work proactively with the Commission and with colleagues from our fellow Member States in the comitology process to ensure that the secondary legislation keeps pace with technological developments and remains competitive and resilient. We will continue to call on the automotive industry to retain our position as a market leader for clean and green vehicles.