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NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
Subject:	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 (Omnibus IX – Automotive - Simplification of technical requirements and testing procedures for motor vehicles) 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 (Omnibus IX – Automotive – Exemption of certain N2 electric vehicles) - Guidance for further work

I. BACKGROUND

1. As a follow-up to the strong call by EU Leaders, since autumn 2024, to ambitiously simplify rules and reduce administrative burdens, the Commission, since February 2025, has put forward ten 'Omnibus' packages aiming to simplify existing legislation on sustainability, investment, agriculture, small and mid-caps, digitalisation and common specifications, defence readiness, chemical products, digital issues including on AI, environment, the automotive sector and food and feed safety.

2. As part of the Automotive Package, published by the Commission on 16 December 2025, the Automotive Omnibus[1] aims to ease administrative burden and cut costs for European manufacturers, by the introduction of a new category of small electric vehicle, simplifying some regulatory requirements for electric light commercial vehicles (vans) to incentivise their uptake, simplified measuring methods for emissions under the Euro 7 Regulation, and streamlining requirements regarding vehicle noise to conform to international standards in order to create a level playing field for European manufacturers.

3. The proposal was presented at the meeting of the Antici Group (Simplification) (AGS) on 12 January 2026 and discussed at the AGS meetings on 23 January and 16 February. Based on these exchanges, the Presidency presented a first compromise text for the meeting of 2 March. The discussion indicated broad support for several simplification elements of the proposal, while highlighting issues requiring further clarification or refinement. A second compromise text[2] was put forward by the Presidency for the meeting on 23 March.

II. STATE OF PLAY

4. Based on the discussions held so far, the Presidency considers that the revised compromise presented to the AGS on 23 March reflects a balanced approach on the technical issues, taking into account the main concerns expressed by Member States. The Presidency has sought to accommodate the different positions put forward by delegations, such as regarding exemptions for heavy motorhomes and simplifications to the process of vehicle type approval. The technical discussion is well advanced and ongoing.

5. As a result of the discussions at the AGS, it has become clear that Member States cannot reach agreement on three main outstanding issues. Where views among delegations continue to diverge, the Presidency has retained square brackets in the text to reflect the remaining options and to facilitate further guidance from Member States. The Presidency considers that,

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1 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 (doc. 17050/25) and
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 (doc. 17051/25)

2 Doc. 7376/26 and 7378/26.

at this stage, the available technical avenues on these three issues have been explored to the fullest extent possible at the Working Party level.

6. In this context, the objective is to obtain political guidance that would allow further technical work to progress and help unlock the remaining issues.

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Key issues for discussion

(a) Scope of the simplification proposal for light commercial vehicles (amendments impacting **tachographs and speed limitation devices** under Regulations (EC) No 561/2006 and (EU) No 165/2014 and Council Directive 92/6/EEC)

7. The discussion on the scope of the simplification proposal for light commercial vehicles (vans), revealed differing views among Member States. Several delegations support the Commission's original proposal of granting simplification measures to vans propelled by electricity regardless of whether they are propelled exclusively or partially by electricity. This approach is open to several powertrain technologies such as pure electric vans, plug-in hybrid vans or vans powered by an electric motor with a range extender. The same delegations would like to extend the simplification measures more broadly to zero- and low-emission vehicles and vehicles running on carbon-neutral fuels, in order to avoid creating a disadvantage to certain technologies.

8. Other delegations expressed a preference for limiting the simplification for vans strictly to fully electric vehicles, mainly on sustainability grounds and on the rationale that the additional weight allowance might result in an over-compensation of the battery weight depending on the vehicle technologies. These delegations raised also road safety concerns.

9. The Presidency suggests two possible compromise solutions:

   a) Limiting the simplification to vans where the range of the vehicle is primarily propelled by electricity. This includes electric vehicles where the battery is aided by an auxiliary engine, and off-vehicle charging hybrid electric vehicles under the condition that the additional battery provides the vehicle's main propulsion;

   b) Limiting the simplification to pure electric vans and electric vans with range extenders. This includes, in addition to pure battery electric vehicles, also hybrid electric vehicles relying permanently on electric propulsion aided by an auxiliary engine, as their battery weight places them under the same constraint.

(b) M1E passenger car sub-category (amendments to Regulation (EU) 2018/858 on **type approval)**

10. The Commission's proposal introduces a subcategory of small electric vehicles 'M1E', within the framework of vehicle type-approval, with the aim to create an easy reference for future measures aiming to increase the offer and uptake of small affordable 'green' vehicles. Two of those measures have recently been proposed by the Commission (higher weighting of these vehicles in the fleet targets of manufacturers set under the revision proposal for CO_2 Standards[3] and reduced requirements for the 'Made in the EU' test to qualify for public support or subsidies).

11. Some Member States would like to reserve the M1E vehicle category to purely electric vehicles while other Member States would like to include non-electric technological alternatives that achieve zero emissions as defined in the 2019 CO_2 Standards Regulation, making sure that such solutions, once available, would automatically receive the same treatment as small electric vehicles. Due to its strong link with the revision of the CO2 Standards which started in parallel as part of the 'Automotive Package', some delegations suggested discussing this new vehicle category in the context of the evolving CO2 standards.

12. While the Presidency acknowledges that the new vehicle category has strong links to other newly proposed legislative measures (CO2, clean corporate vehicles, Industrial Accelerator Act) and could thus be placed in that context as well, this would entail the risk that an agreement on this vehicle category, and thereby the Automotive Omnibus in general, will be delayed.

13. The Presidency has therefore identified the need for an alternative solution that

    (i) is without prejudice to possible future changes introduced in the definition of "zero emission vehicles" in the CO2 Standards Regulation,

    (ii) allows for introducing corresponding vehicle types (in the Type approval Regulation) and

[3] Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC (doc. 17010/25, 2025/0420 (COD))

(iii) grants the Commission an expanded empowerment to make the necessary changes in the relevant legislative instruments.

If these principles are acceptable, the AGS would be tasked to work on the finetuning of the concrete text of this alternative solution (in the introductory recitals and the operative part).

(c) EURO7 postponement for heavy duty vehicles (amendments to Regulation (EU) 2024/1257 on **emissions and battery durability)**

14. The proposal contains several economically significant simplifications to the rules on vehicle type-approval with respect to emissions and battery durability (Euro7, Regulation (EU) 2024/1257).

15. While the Commission's proposal does not contain changes to the implementation programme for Euro7 standards in heavy-duty vehicles, the discussions in the AGS meetings revealed considerable concerns in this regard. Those concerns were twofold: First, the Commission's implementing acts on specifications are still not adopted and doubts were raised about the feasibility of the deadline of 29 November 2026, even more as the Omnibus, by way of simplification, would change requirements relevant for those specifications. In addition, the new rules, including the specifications not yet adopted, require developing new technologies and measurement methods for gaseous emissions and brake and tire particles, as well as for battery durability, which puts a heavy burden on the manufacturing sector.

16. To accommodate those concerns, the Presidency has proposed an amendment to the implementation programme allowing the Commission six months more time (until 29 May 2027) to adopt the specifications and giving manufacturers 18 months more time for presenting new vehicles complying with the standards for type-approval (29 November 2030). This step was taken considering that for heavy-duty vehicles and trailers the transition to zero-emission vehicles will be longer than for cars and vans.

17. The compromise proposal received mixed reactions. Some delegations see it as a possible direction of compromise, whereby a suggestion was made to give manufacturers a fixed amount of time following the entry in force of Commission specifications. Other delegations are against any change to the implementation programme, on grounds that it would go beyond simplification and would thwart the early investment efforts made by suppliers. Another group of delegations requests a 'stop the clock' for the Euro7 standards for heavy-duty vehicles of five years. They put forwards that the manufacturing industry is under too much

regulatory pressure because of untested technologies, complexity of new requirements and a move in parallel towards CO_2 standards.

18. The Presidency acknowledges that there is a significant gap between these divergent views and therefore considers that a middle ground may only be found based on smaller changes to its compromise proposal.

III. CONCLUSION

19. The Permanent Representatives Committee is invited to provide political guidance on the way forward regarding the above-mentioned issues, with a view to advancing the file and allowing to achieve agreement on a mandate for negotiations with the European Parliament as early as possible.

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