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NOTE

From:	General Secretariat of the Council
To:	Delegations
No. Cion doc.:	17050/25
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 - Presidency compromise text

Delegations will find in the Annex the third Presidency compromise text in relation to the above proposal.

Additions to the Commission proposal are indicated in **bold**, deletions are marked as ~~strikethrough~~.

ANNEX

2025/0422 (COD)

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 and Council Directive 70/157/EEC

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 91 and 114 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee[1],

Having regard to the opinion of the Committee of the Regions[2],

Acting in accordance with the ordinary legislative procedure,

Whereas:

(1) The 2024 Draghi report on European competitiveness[3] highlighted that the number and the complexity of rules risk limiting the room for manoeuvre for Union undertakings and

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1 OJ C , , p. .
2 OJ C , , p. .
3 https://commission.europa.eu/topics/competitiveness/draghi-report_en

preventing them from remaining competitive. A detailed analysis of Regulations (EC) No 561/2006[4], (EU) 2018/858[5], (EU) 2019/2144[6] and (EU) 2024/1257[7] of the European Parliament and of the Council also pointed to excessive administrative burden and costs associated with the requirements set out therein. Based on those findings, it is appropriate to simplify certain obligations on manufacturers and competent authorities set out ~~in automotive-related legislation~~**therein** and to reduce unnecessary burdens and costs for businesses and authorities, without undermining the protection of the environment and the safety performance of vehicles. **Those Regulations should therefore be amended accordingly.**

PUBLIC

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4 Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1, ELI: http://data.europa.eu/eli/reg/2006/561/oj).

5 Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/E (OJ L 151, 14.6.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/858/oj).

6 Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: http://data.europa.eu/eli/reg/2019/2144/oj).

7 Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 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) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 (OJ L, 2024/1257, 8.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1257/oj).

(2) The Industrial Action Plan for the EU automotive sector[8] called for a regulatory simplification package for the automotive industry, by improving coherence and consistency between different regulatory requirements.

(3) Article 114 TFEU is the appropriate legal basis to adopt the measures necessary for the establishment and functioning of the internal market. In addition to Article 114 **of the Treaty on the Functioning of the European Union (TFEU)**~~TFEU~~, this Regulation should have an additional ~~specific~~**legal** basis**, namely Article 91 TFEU,** to cover amendments to Regulation (EC) No 561/2006 that is based on Article 91 TFEU.

(4) While this Regulation ~~is adopted~~**sets out measures necessary** for the establishment and functioning of the internal market, the simplification and streamlining of motor vehicle technical requirements, testing procedures and type-approval rules also support the Union's broader objective of fostering the gradual integration of candidate countries into the Union market. By promoting regulatory convergence, alignment with **Regulations of the** United Nations Economic Commission for Europe (UNECE)~~ Regulations~~ and coherent implementation of the Union acquis, this Regulation contributes to reducing technical barriers to trade, strengthening integrated European automotive value chains and enhancing the resilience and competitiveness of the European automotive ecosystem, without affecting the autonomy of Union law or decision-making.

(5) To improve the working conditions of drivers, road safety and fair competition, Regulations (EC) No 561/2006 and (EU) No 165/2014 of the European Parliament and of the Council[9] require the installation of a tachograph in ~~goods~~ vehicles **used for the transport of goods** with a weight above 3,5 tonnes. However, Article 3(2) of Regulation (EU) No 165/2014 allows Member States to exempt from that requirement the vehicles mentioned in Article 13(1) and (3) of Regulation (EC) No 561/2006.

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[8] Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Industrial Action Plan for the European automotive sector (COM(2025) 95 final).

[9] Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1, ELI: http://data.europa.eu/eli/reg/2014/165/oj).

(6) Due to the weight of the battery, ~~battery-electric~~**[battery-]electric** light commercial vehicles might exceed a ~~weight~~**mass** of 3,5 tonnes**. [Battery-]electric light commercial vehicles** ~~and~~ are therefore subject to the requirements laid down in Regulations (EC) No 561/2006 and (EU) No 165/2014, even though they have the same payload and use case as light commercial vehicles with an internal combustion engine that are outside the scope of those Regulations. Compliance with the requirements laid down in Regulations (EC) No 561/2006 and (EU) No 165/2014 represents a significant effort for vehicle operators and drivers and slows down the increase in the number of ~~battery-electric~~**[battery-]electric** light commercial vehicles.

(7) To reduce ~~unnecessary~~ costs for vehicle manufacturers and operators, many of them being small and medium-sized ~~companies, the requirement of tachograph installation for battery-electric~~**enterprises, it should be possible for [battery-]electric** light commercial vehicles with a ~~weight below~~**mass not exceeding** 4,25 tonnes ~~should be removed~~**and engaged in domestic transport to be exempt from the application of Articles 5 to 9 of Regulation (EC) No 561/2006, and, as a result, also from Regulation (EU) No 165/2014**.

(8) ~~As it is~~**It should be** for the Member States to decide whether to ~~use that exception, the~~**apply this** exemption ~~should only apply to~~**for** electric light commercial vehicles engaged exclusively in domestic transport **or, with the agreement of the Member States concerned, on the territory of another Member State**.

(9) To reduce the burden that **the rules on driving times and rest periods, as well as on** the installation and use of a tachograph**, place** ~~places~~ on non-professional drivers driving large motor caravans for non-commercial purposes and the impact that this can have on the demand for such vehicles, ~~national authorities should be able to exempt such~~**those** vehicles and ~~operations from the driving and rest time rules and the use of the tachograph, provided that the objectives referred to in Article 1 of that~~**drivers should be exempt from Regulation (EC) No 561/2006, and as a result also from** Regulation ~~are not jeopardised~~**(EU) No 165/2014**.

(10) Regulation (EU) 2018/858 ~~of the European Parliament and of the Council~~ permits the type-approval of motor vehicles as regards sound level **of motor vehicles and of**~~and~~ Acoustic Vehicle Alerting Systems **(AVAS)** either through Regulation (EU) No 540/2014 of the

European Parliament and of the Council[10] or through the UN Regulations, including **UNECE** Regulations No 138[11], No 51[12], and No 59[13] ~~of the UNECE. That~~**. Those** parallel ~~system~~**systems** risks causing market fragmentation. Moreover, Regulation (EU) No 540/2014 has become obsolete due to a deficit of updates in comparison with ~~the~~**those** ~~three above mentioned~~ UNECE regulations. To ensure a coherent framework and full alignment with **relevant** UN regulations, Regulation (EU) No 540/2014 should be repealed and Annex II to Regulation (EU) 2018/858 should be amended to only ~~allow~~**require** compliance with the ~~applicable~~**relevant** UN regulations.

(11) As ~~battery~~ electric vehicle's technology is evolving at a fast pace and the number of electric vehicles on the market is increasing, interoperability between vehicles, the charging infrastructure and the electricity grid is becoming increasingly critical. A harmonised approach to interoperability at Union level is essential to avoid fragmentation of certain technical requirements which are being developed outside of the **U**nion vehicle type-approval framework, notably as regards the implementation of the **following** revised Network Codes**:** ~~(~~a network code on demand connection established by Commission Regulation (EU) 2016/1388[14] and a network code on requirements for grid connection of generators established by Commission Regulation (EU) 2016/631[15]~~)~~. Therefore, to ensure

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10 Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC (OJ L 158, 27.5.2014, p. 131, ELI: http://data.europa.eu/eli/reg/2014/540/oj)

11 Regulation No 138 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of Quiet Road Transport Vehicles with regard to their reduced audibility [2017/71] (OJ L 9, 13.1.2017, p. 33, ELI: http://data.europa.eu/eli/reg/2017/71(1)/oj).

12 Regulation No 51 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of motor vehicles having at least four wheels with regard to their sound emissions [2018/798] (OJ L 138, 4.6.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/798/oj).

13 Regulation No 59 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of replacement silencing systems [2025/844] (OJ L, 2025/844, 30.4.2025, ELI: http://data.europa.eu/eli/reg/2025/844/oj).

14 Commission Regulation (EU) 2016/1388 of 17 August 2016 establishing a Network Code on Demand Connection (OJ L 223, 18.8.2016, p. 10, ELI: https://eur-http://data.europa.eu/eli/reg/2016/1388/oj).

15 Commission Regulation (EU) 2016/631 of 14 April 2016 establishing a network code on requirements for grid connection of generators (OJ L 112, 27.4.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/631/oj).

~~battery~~ electric vehicle's harmonised capabilities and enable interoperable vehicle-to-grid services, vehicles will need to meet certain technical requirements. Therefore, to ensure interoperability between vehicles, the charging infrastructure and the electricity grid, the empowerment should be provided in Regulation (EU) 2018/858 for the Commission to set out technical requirements as regards the communication and hardware interface of pure electric vehicles (PEV) and off-vehicle charging hybrid electric vehicles (OVC-HEV) with the recharging infrastructure, the electricity grid and the stationary power systems.

(12) **[**The transition towards a more sustainable road transport has mainly been driven by the growth of sales of premium electric vehicle models. However, to ensure the continuity of ~~this~~**that** transition, it is necessary to make electric vehicles more affordable.– Targeted regulatory measures**, such as** ~~(~~longer transitional period for new requirements~~,~~ **and** targeted incentives in the ~~CO2~~**CO_2** vehicle emission standards~~)~~, fiscal ~~(~~**measures,** such as subsidy schemes~~)~~**,** and non-fiscal ~~(~~**benefits,** such as reserved parking space~~) benefits~~, in line with State aid rules, where applicable, can contribute to better affordability of small electric vehicles. However, a legal definition of a small electric vehicle is currently not provided **for** in the **Union vehicle** type-approval framework. Therefore, it is appropriate to introduce a **new** sub-category **of small electric vehicles** under the existing M1 vehicle category.**] The definition of "small electric vehicle" as a sub-category under the M1 vehicle category in this Regulation is without prejudice to the definition of zero-emission vehicles or provisions on super credits under Regulation (EU) 2019/631 of the European Parliament and of the Council, or low-carbon requirements in the context of public procurement and public support schemes, and, where relevant, consequential changes to provisions on type approval. Therefore, in case of legislative developments in those fields, the Commission should be empowered to reflect them in the type-approval rules by way of delegated acts.**

(13) When deciding on application dates of future motor vehicle requirements affecting ~~this new small electric~~**that new** vehicle sub-category, the proportionally higher impact on development costs that new requirements can have on ~~these~~**those** vehicles as compared to heavier and more expensive ones, should be taken into account.

(14) As announced in the Industrial Action Plan for the EU automotive sector, the Commission is to issue a Commission Recommendation with options for incentive schemes that have proven effective in promoting the uptake of zero-emission vehicles and are compliant with

competition rules. Recommendations to Member States– for fiscal ~~(i.e.~~**measures, namely** purchase subsidies, tax exemptions~~, road-toll exemption)~~ **and road-toll exemptions,** and non-fiscal ~~(i.e.~~**measures, namely** size-based parking rights allocation~~,~~ **and** dedicated charging infrastructure~~, etc.) measures~~ could be also based on the new ~~vehicle~~ sub-category of small electric ~~cars~~**vehicles**.

(15) Article 3(1) of Council Directive 92/6/EEC[16] ~~on the installation and use of speed limitation devices for certain categories of vehicles~~ requires the installation and use of speed limitation devices in vehicles of ~~the category~~**categories** N2 and N3 . Under that Article, such vehicles can be used on the road only if equipped with a speed limitation device. The installation requirement has been integrated into motor vehicle type-approval legislation with Regulation (EU) 2019/2144 ~~of the European Parliament and of the Council~~.

(16) Due to the weight of the battery, ~~battery-electric~~**[battery-]electric** light commercial vehicles might exceed a ~~weight~~**mass** of 3,5 tonnes and are subject to the requirement to be equipped with speed limitation devices although they have the same payload and use case as light commercial vehicles with an internal combustion engine that are outside the scope of ~~the~~ Regulation (EU) 2019/2144. That requirement imposes unnecessary costs on vehicle manufacturers and enterprises purchasing such vehicles, slowing down the increase in the number of zero-emission light commercial vehicles **on the road**. It is therefore appropriate to exempt ~~zero-emission~~**[battery-]electric** vehicles of category N2 with maximum ~~technically permissible laden mass between 3,5 and~~**mass of exceeding 3,5 but not exceeding** 4,25 tonnes from the requirement to be equipped with speed limitation devices. **Vehicles in this category already equipped with such a device may have them removed subject to Member States requirements, where appropriate.**

(16a) Where a device or a strategy has been approved by the type-approval authority in accordance with Regulation (EU) 2024/1257 and the applicable implementing acts, such a device or a strategy does not constitute a manipulation device or manipulation strategy. It is clarified that if a manufacturer designs, constructs or assembles vehicles with a device or a strategy that has not been approved by the type-approval

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16 Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27, ELI: http://data.europa.eu/eli/dir/1992/6/oj).

authority or that deviates from what was approved by the type-approval authority, such a device or a strategy can constitute a manipulation device or manipulation strategy.

(16b) **It is recalled that it is important to grant Member States, national authorities and economic operators enough time to prepare for the application of the new rules introduced by Regulation (EU) 2024/1257 and the implementing and delegated acts adopted thereunder. Given the specific technical challenges associated with the development and deployment of zero-emission technologies for heavy-duty vehicles and trailers, a longer lead time is appropriate for those vehicle categories. Therefore, it is appropriate to further defer the application of provisions of Regulation (EU) 2024/1257 for new vehicles of category M2, M3, N2 or N3 and trailer of category O3 or O4 to ensure that the relevant industry has sufficient time for the implementation of new requirements. It is recalled that for heavy-duty vehicles and trailers the date of application can be delayed, since the transition to zero-emission vehicles will be longer for heavy-duty vehicles. The adoption dates for the corresponding implementing acts should be amended correspondingly.**

(17) Manufacturers of category M1 and N1 vehicles are required to perform laboratory tests of engines ~~in low-temperatures~~**at low temperatures** pursuant to Annex V to Regulation (EU) 2024/1257. ~~As the~~ Temperature conditions ~~of~~**for** the laboratory test of low temperature for emissions are covered by the **test of** gaseous ~~pollutant and PN~~**pollutants and particle numbers (PN)** in road testing- Real Driving Emissions~~ test, demonstrating emission compliance at low temperature conditions (at -7 °C) is covered by having to comply to the Real Driving Emissions requirements (from -7 °C to 38 °C)~~. Therefore, to reduce costs for manufacturers related to the specific requirements laid down **in** Annex V to Regulation (EU) 2024/1257, it is appropriate to ~~remove that~~**add a declaration by the manufacturer as an alternative to** dedicated ~~low-temperature~~**low-temperature** laboratory ~~requirement as such removal will not compromise environmental standards ensured by the Real Driving Emissions test~~**tests.**

(18) Annex V to Regulation (EU) 2024/1257 requires that, for the engine testing of heavy-duty vehicles, demonstration tests be performed for all applicable fuels within each vehicle type. In order to significantly reduce administrative costs related to those tests without

compromising environmental standards, it is appropriate to introduce test requirements at vehicle category level in tables 1, 2, 3, 4, 7 and 8 of ~~that~~ Annex V.

(19) Regulation (EU) 2024/1257 introduces on-board monitoring (OBM) systems and on-board fuel and electric energy consumption monitoring (OBFCM) devices, which are aimed at facilitating real-time compliance checks, harmonisation efforts, lifecycle oversight, reduced testing expenses, and streamlined enforcement measures. In order to efficiently receive, process, and store OBM and OBFCM data**,** it is necessary to clarify that the empowerment of the Commission to adopt implementing ~~measures~~**act**s also covers the adoption of methods and requirements necessary for the monitoring compliance of vehicle types.

(20) To ensure legal clarity following the repeal of Regulation (EU) No 540/2014 that ~~contained~~**contains** a provision repealing Council ~~Regulation 70/157/EEC~~**Directive 70/157/EEC**[17], it is necessary to provide for the repeal of ~~Council~~ Directive 70/157/EEC in this Regulation. To provide manufacturers of vehicles with sufficient time to adjust their production processes, it is appropriate to provide for the transitional period during which vehicles could still be approved in accordance with Regulation (EU) No 540/2014~~,~~**.**

(20a) Since the objectives of this Regulation, namely to amend Regulations which are harmonising motor vehicle legislation or social legislation related to road transport, cannot be sufficiently achieved by the Member States but can rather, by reason of better harmonisation of applicable rules, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

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[17] Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16, ELI: http://data.europa.eu/eli/dir/1970/157/oj).

HAVE ADOPTED THIS REGULATION:

Article 1

Amendments to Regulation (EC) No 561/2006

Regulation (EC) No 561/2006 is amended as follows:

(1) in Article 3, the following point is added:

'(j) motor caravans, as defined in Part A, point 5.1, of Annex I to Regulation (EU) 2018/858, used exclusively for non-commercial carriage and with a maximum permissible mass exceeding 7,5 tonnes.'

– **(2)** Article 13(1) ~~of Regulation (EC) No 561/2006~~ is amended as follows:

~~(1)~~ the following point ~~(fa)~~ is inserted:

'(fa) vehicles used for the carriage of goods and propelled by means of electricity, the maximum permissible mass of which, including the mass of a trailer or semi-trailer, exceeds 3,5 tonnes but does not exceed 4,25 tonnes;;'

~~(2) the following point (s) is added:~~

~~'(s) motor caravans, as defined in Part A, point 5.1, of Annex I to Regulation (EU) 2018/858, used exclusively for non-commercial carriage..'~~

Article 2

Amendments to Regulation (EU) 2018/858

Regulation (EU) 2018/858 is amended as follows:

(-1) in Article 4, paragraph 2, the second subparagraph is replaced by the following:

'The Commission is empowered to adopt delegated acts in accordance with Article 82, amending Annex I in relation to the types of vehicle and types of bodywork to take account of technical progress or amendments to Regulation (EU) 2019/631 of the European Parliament and of the Council or Regulation (EU) 2019/1242 of the European Parliament and of the Council.'

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(1) in Article 5, the following paragraph ~~4 is inserted~~**is added**:

‘4. The Commission is empowered to adopt delegated acts in accordance with Article 82 supplementing this Regulation by laying down technical requirements as regards the communication and hardware interface of pure electric vehicles (~~PEV~~**PEVs**) and off-vehicle charging hybrid electric vehicles (~~OVC-HEV~~**OVC-HEVs**) with the recharging infrastructure, the electricity grid and the stationary power systems capable of supporting smart and bidirectional charging functionalities.’

(2) Annexes **[**I and**]** II are amended **as set out** in ~~accordance with~~ Annex II to this Regulation.

Article 3

Amendment to Regulation (EU) 2019/2144

In Article 9 of Regulation (EU) No 2019/2144, the following paragraph 5a is inserted:

‘5a. Vehicles of category N_2 propelled by means of electricity, with maximum technically permissible laden mass ~~between 3,5 and~~**exceeding 3,5 tonnes but not exceeding** 4,25 tonnes,– shall not be required to be equipped with speed limitation devices in accordance with UN Regulation No 89.~~.~~’

Article 4

Amendments to Regulation (EU) 2024/1257

Regulation (EU) 2024/1257 is amended as follows:

(-1) Article 4, paragraph 5 is amended as follows:

‘5. Manufacturers shall not design, construct and assemble vehicles with manipulation devices or manipulation strategies. Where a device or a strategy has been approved by the type-approval authority in accordance with this Regulation and the implementing act referred to in Article 14 (3), points (a) to (c) and Article 14(4), points (s) and (u) thereof, including the relevant documentation thereof, such a device or a strategy shall not constitute a manipulation device or manipulation strategy or a strategy pursuant to Article 13(5) of Regulation (EU) 2018/858.’

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(-1a) Article 10 is amended as follows:

(a) Paragraph 6 is replaced by the following:

'6. With effect from 29 November 2029, approval authorities shall, in the case of new types of vehicles of category M2, M3, N2 or N3 and new types of trailers of category O3 or O4 which do not comply with this Regulation, refuse to grant EU emission type-approval or national emission type-approval to such new types of vehicles and trailers on grounds relating to CO2 and pollutant emissions, fuel and electric energy consumption or battery durability.'

(b) Paragraph 7 is replaced by the following:

'7. With effect from 29 November 2030, national authorities shall, in the case of new vehicles of category M2, M3, N2 or N3 and new trailers of category O3 or O4, which do not comply with this Regulation, consider certificates of conformity to be no longer valid for the purposes of registration and shall prohibit the registration, sale or entry into service of such new vehicles and trailers on grounds relating to CO2 and pollutant emissions, fuel and electric energy consumption, energy efficiency or battery durability.'

(-1b) Article 11, paragraph 2 is replaced by the following:

'2. With effect from 29 November 2029, Member States shall prohibit the sale or installation of a system, component or separate technical unit intended to be fitted on a vehicle of category M2, M3, N2 or N3, or on a trailer of category O3 or O4 approved under this Regulation, where the system, component or separate technical unit is not type-approved in accordance with this Regulation.'

(1) Article ~~14(4), point (j) is replaced by the following~~**14 is amended as follows**:

(a) Paragraph 3, introductory paragraph is replaced by the following:

'3. The Commission may adopt implementing acts setting out procedures and testing methodologies, administrative provisions, procedures and

methodologies for amending and extending emission type-approvals and data access, documentation requirements and templates for emission type-approval, conformity of production, in-service conformity and market surveillance, for all of the following:'

(b) Paragraph 4, introductory paragraph is replaced by the following:

'4. The Commission may adopt implementing acts for the emission type-approval, in-service conformity, conformity of production and market surveillance, to lay down the following:'

(c) Paragraph 4, point (j) is replaced by the following:

'(j) the methods, requirements and tests, including compliance thresholds, to ensure performance of OBFCM devices, OBD and OBM systems and the sensors of such devices and systems, for off-board communication of data recorded by such devices and systems, including for the purpose of monitoring compliance of vehicle types;;'

(d) in paragraph 9, the introductory paragraph is replaced by the following:

'9. By 29 May 2027, the Commission shall adopt, for vehicles of categories M2, M3, N2 and N3, as referred to in paragraph 3, points (b) and (c), respectively, and their engines, as well as for trailers of categories O3 and O4, the following implementing acts:'

(1a) Article 15 is amended as follows:

(a) paragraph 1 point (c) is replaced by the following:

'(c) where appropriate, setting out emission limits for formaldehyde from vehicles of categories M2, M3, N2 and N3 that are fuelled by fuels of concern, in Table 2 of Annex I, following and based on the review in accordance with Article 18(6);'

(b) paragraph 2 point (a) is replaced by the following:

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‘(a) amending Annex I or setting out brake particle emission limits in Annex I in line with state-of-the art technologies and, if appropriate, referring to the work performed in the United Nations World Forum for Harmonization of Vehicle Regulations (UN WP.29), including, where relevant, amending Tables 5, 6, 7 and 8 of Annex I, respectively, by providing for different limits or criteria depending on categories of vehicles and powertrain technologies, and, where relevant, allowing for different brake particle emission limits for different powertrain technologies beyond 1 January 2035;’

(1b) in Article 21, the third subparagraph is replaced by the following:

‘It shall apply from 29 November 2029 for new types of vehicles of categories M2, M3, N2, N3, O3 and O4 and components, systems and separate technical units intended for vehicles of categories M2, M3, N2, N3, O3 or O4 type-approved under this Regulation and from 29 November 2030 for new vehicles of categories M2, M3, N2, N3, O3 and O4 and components, systems and separate technical units for those vehicles.’

(2) ~~Annex V is~~**Annexes I and V are** amended **as set out** in ~~accordance with~~ Annex I to this Regulation.

Article 5

Repeals

– 1. Regulation (EU) No 540/2014 is repealed.

– 2. Directive 70/157/EEC is repealed with effect from 1 July 2027.

Article 6

Transitional provision

Certificates of conformity for new vehicles produced after [OP: please insert the date of entry into force of this Regulation] and approved before 1 July 2028 in accordance with Regulation (EU) 540/2014 shall continue to be valid for the purposes of Articles 48 and 49 of Regulation (EU) 2018/858.

Article 7

Entry into force and application

– 1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

– 2. It shall apply from ~~[on the twentieth day following that of its publication in the Official Journal of the European Union]. However, Articles 3~~**the date of entry into force, with the exception of Article 3 which** shall apply from … [the transposition date ~~in the proposal~~**of the** amending Directive ~~92/6~~**set out in COM 2025/0424 (COD)**]**.**

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at ~~Strasbourg~~**...**,

For the European Parliament
The President

For the Council
The President

PUBLIC

PUBLIC

ANNEX I

Annexes I and V to Regulation (EU) 2024/1257 are amended as follows:

– **1. in Annex I, the following table is inserted:**

'Table 1bis: Emission limits for the carbon monoxide and hydrocarbon tailpipe emissions at low temperature test for vehicles of categories M_1 and N_1 equipped with a positive ignition (PI) internal combustion engine

Test temperature 266 K (-7 °C)			
Vehicle category	**Class**	**Mass of carbon monoxide (CO) (g/km)**	**Mass of hydrocarbons (HC) (g/km)**
M_1	**-**	**15**	**1,8**
N_1	**I**	**15**	**1,8**
	II	**24**	**2,7**
	III	**30**	**3,2'**

– **2.** Annex V ~~to Regulation (EU) 2024/1257~~ is amended as follows:

~~(1)~~**(a)** in table 1, the entry for 'Laboratory test of low temperature for emissions' is ~~deleted;~~**amended as follows:**

'Laboratory test of low temperature for emissions	**Declaration**	**Not required**	**Optional'**

~~(2)~~**(b)** in table 2, the entry for 'Laboratory test of low temperature for emissions' is ~~deleted;~~**amended as follows:**

'Laboratory test of low temperature for emissions	**Declaration**	**Not required**	**Optional'**

~~(3)~~**(c)** in table 3, the entry for 'Gaseous pollutants, PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)' is replaced by the following:

‘‘Gaseous pollutants, PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)	Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories (*4)	Not required	Required test on a vehicle with any fuel and on any vehicle category and any payload for all engine types every two years (*5)’;’

~~(4)~~**(d)** in table 4, the entry for ‘Gaseous pollutants and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’ is replaced by the following:

‘‘Gaseous pollutants and PN in road testing (RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)	Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories (*7)	(See engine requirements)	Required yearly for an adequate number of vehicle categories on any fuel and on any vehicle category covered by the emission type-approval (*8)	Optional	Required/Optional	Optional’;’

~~(5)~~**(e)** in table 7, in the entry for ‘Gaseous pollutants, PN in road testing (RDE) for each type of fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’, the text in the second column is replaced by the following:

‘Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories’

~~(6)~~**(f)** in table 8, in the entry for ‘Gaseous pollutants, PN in road testing (RDE) for each type of fuel and for the applicable vehicle categories (M2, M3, N2 and N3)’, the text in second column is replaced by the following:

‘Required demonstration tests for all fuels for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, all payloads and all applicable vehicle categories.’

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ANNEX II

Annexes **[**I and**]** II to Regulation (EU) 2018/858 are amended as follows:

– (1) **[**in Annex I, Part A, the following point 2.4 is inserted after point 2.3.1.:

'2.4. Small electric vehicle:

2.4.1. Small electric vehicle means a pure electric vehicle that belongs to category M_1, having a length not exceeding 4.2 metres **and an electric energy consumption not exceeding [175 Wh/km]**.

For this subcategory of vehicles, the letter 'E' shall be added as suffix to letter and numeral identifying the vehicle category (M1)..**]'**

– (2) Annex II is amended as follows:

(a) Part I is amended as follows:

(i) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138 * [01 series of amendments]	X	X	X	X	X	X						';

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* Regulation No 138 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of Quiet Road Transport Vehicles with regard to their reduced audibility [2017/71] (OJ L9, 13.1.2017, ELI: http://data.europa.eu/eli/reg/2017/71(1)/oj)';'

(ii) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51** [03 series of amendments]	X	X	X	X	X	X							
		UN Regulation No 59*** [03 series of amendments]											X		

_____

** Regulation No 51 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of motor vehicles having at least four wheels with regard to their sound emissions [2018/798] (OJ L 138, 4.6.2018, p.1, ELI: http://data.europa.eu/eli/reg/2018/798/oj)

*** Regulation No 59 of the Economic Commission for Europe of the United Nations (UNECE) – Uniform provisions concerning the approval of replacement silencing systems [2025/844] (OJ L, 2025/844, 30.4.2025, ELI: https://eur-lex.europa.eu/eli/reg/2025/844/oj)';'

(b) Appendix 1 is amended as follows:

(i) Table 1 is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	A	A	A	A';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	A	A	A	A';'

(ii) Table 2 is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	A	A	X (for manual driving mode A (for fully	Test mode necessary. Manufacturer to define how to

					automated driving mode)	perform the test in accordance with the technical justification in agreement with technical service. Highest value measured in manual or/and in autonomous mode shall be considered for type approval. Vehicles having overall sound levels complying with the requirements in paragraph 6.2.8 of UNECE Regulation No 138(1) with a margin of +3 dB(A), are not required to be equipped with Acoustic Vehicle Alerting System (AVAS). The

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						requirements laid down in paragraph 6.2.8 of that Regulation for one-third octave bands and the requirements laid down in paragraph 6.2.3 of that Regulation for the frequency shift as defined in paragraph 2.4 of that Regulation (‘frequency shift’) shall not apply to those vehicles to determine the need for AVAS independent whether the vehicles is driven in manual or autonomous mode during the test. The R point of the driver seat shall be considered to be the lowest R point of the passenger seats in the 1st seat

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						row. Used test procedure/special arrangement to be recorded in the test report.';'

(c) in Part II, in the table, the entries for items B14 and G1 are deleted;

(d) Part III is amended as follows:

(i) in Appendix 1, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	X Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.';'

(3) the entry for item GA1 is replaced by the following:

''GA1	Sound level	UN Regulation No 51	X Modification of exhaust system length after	G Modification of exhaust system length after	G Modification of exhaust system length after	G Modification of exhaust system length after

			the last silencer not exceeding 2,0 m is permissible without any further test.	the last silencer not exceeding 2,0 m is permissible without any further test.	the last silencer not exceeding 2,0 m is permissible without any further test.	the last silencer not exceeding 2,0 m is permissible without any further test.';'

(ii) in Appendix 2, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';'

(3) the entry for item GA1 is replaced by the following:

''GA1	Sound level	UN Regulation No 51	X	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';'

(iii) in Appendix 3, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	G Modification of the exhaust system length is permitted without the need for retesting, provided that the

			exhaust back pressure remains similar.';'

(3) the entry for item GA1 is replaced by the following:

''GA1	Sound level	UN Regulation No 51	G Modification of the exhaust system length is permitted without the need for retesting, provided that the exhaust back pressure remains similar.';'

(iv) in Appendix 4, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	X	X	X	X	not in scope	not in scope	not in scope	not in scope';'

(2) the entry for item G1 is replaced by the following:

'' G1	Sound level	UN Regulation No 51	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	not in scope	not in scope	not in scope	not in scope';'

(3) the entry for item GA1 is replaced by the following:

‘‘GA1	Sound level	UN Regulation No 51	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	G Modification of exhaust system length after the last silencer not exceeding 2,0 m is permissible without any further test.	not in scope	not in scope	not in scope	not in scope’;’

(v) in Appendix 5, the table is amended as follows:

(1) the entry for item B14 is replaced by the following:

‘‘B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X’;’

(2) the entry for item G1 is replaced by the following:

‘‘G1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle may be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are

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			applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.';'

(3) the entry for item GA1 is replaced by the following:

''GA1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle may be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-

			classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.';'

(vi) in Appendix 6, the table is amended as follows

(1) the entry for item B14 is replaced by the following:

''B14	Acoustic Vehicle Alerting Systems	UN Regulation No 138	X	not in scope';'

(2) the entry for item G1 is replaced by the following:

''G1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle can be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and	not in scope';'

			any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.	

(3) the entry for item GA1 is replaced by the following:

‘‘GA1	Sound level	UN Regulation No 51	G Test to be performed only with the complete/completed vehicle. The vehicle can be tested in accordance with UN Regulation No 51 or Directive 70/157/EEC (until 30 June 2027). The following limit values are applicable, irrespective of the vehicle conditions such as engine type, gearbox type and any sub-classifications: (a) 81 dB(A) for vehicles with an engine power of less than 75 kW; (b) 83 dB(A) for	not in scope’.’

			vehicles with an engine power of not less than 75 kW but less than 150 kW; (c) 84 dB(A) for vehicles with an engine power of not less than 150 kW.	

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