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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Antici Group (Simplification)
Subject:	Omnibus IX (Automotive): Steering Note by the Presidency

Delegations will find enclosed a Steering Note by the Presidency for the Antici Group (Simplification) meeting on 16 July 2026 on Omnibus IX (Automotive).

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Antici Group on Simplification (AGS)
16 July 2026
Omnibus IX: Automotive – Steering note

Introduction

The Irish Presidency is committed to driving forward work on this package in line with the targets set out in the One Europe, One Market Roadmap **(ST 8473/26)**. Success will require all Member States and each institution to work purposefully together in a spirit of cooperation and compromise. In line with the guidance from the European Council, it is essential that we keep up the momentum and retain a strategic and targeted approach to ensure simplification can deliver on its core objective to reduce the administrative burden for businesses, in particular SMEs, and support the EU's long-term competitiveness while maintaining established policy goals.

Following the informal written consultation (**WK 8755/2026)** and the fourth Presidency compromise texts on the Regulation (**ST 9889/26)** and Directive (**ST 9890/26**), the Presidency has carefully assessed delegations' replies. This note sets out how the Presidency intends to steer further work with a view to reaching a COREPER mandate on this package.

State of play

The discussions held over the past months and the latest informal written consultation confirmed two consistent trends: on the one hand, the core simplification measures of the package continue to enjoy broad support across delegations; on the other hand, a limited number of elements remain genuinely divisive, mirroring divisions evident elsewhere in discussions on the broader Automotive package.

In order to help inform the next steps, delegations are invited to consider and provide views on the elements set out below at the meeting of the Antici Group Simplification on 16 July.

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1. Stable elements

The following building blocks are broadly supported and the Presidency considers that they are reasonably stable, subject to fine-tuning following written comments:

- the exemption of certain N2 electric vans from the requirement to install and use speed limitation devices in the **amending Directive** (see latest compromise text ST 9890/26) and in Article 9(5a) of Regulation (EU) No 2019/2144;
- the possibility to exempt **electric light commercial vehicles** in domestic transport, as well as heavier motor homes, from the social rules and the **tachograph obligation** (Article 13 of Regulation (EC) No 561/2006);
- the **simplification of vehicle noise requirements** (Annex I and II of Regulation (EU) 2018/858), including the repeal of Directive 70/157/EEC and Regulation (EU) No 540/2014;
- empowerment to the Commission to lay down **technical requirements for the vehicle-to-charging infrastructure communication** (Article 5(4) of Regulation (EU) 2018/858);
- the **simplification of the end-of-series procedure** (Article 49 of Regulation (EU) 2018/858);
- the **clarifications on manipulation devices and strategies** (Article 4(5) of Regulation (EU) 2024/1257;
- Simplification of the **low-temperature emissions testing** and **emission testing by vehicle category rather than by vehicle type** (Annex V to Regulation (EU) 2024/1257);
- Flexibility for the Commission in the **adoption of certain secondary legislation** and harmonisation of the Commission's secondary legislation on **data infrastructure for OBM and OBFCM** (Article 14(3) and (4) of Regulation (EU) 2024/1257);
- the obligation for the Commission to develop **type-approval rules for heavy-duty vehicles with range-extenders** (Article 14(4) of Regulation (EU) 2024/1257);
- the clarification on the scope of the empowerment to set out **emission limits for formaldehyde**, and the **updating of brake particle emission limits and**

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specification of those limits for the type approval category '7ext' (Article 15 and Annex I of Regulation (EU) 2024/1257);

- the manufacturer declaration on the **behaviour of the (alternative) reagent** under abnormal weather conditions (Article 7 of Regulation (EU) 2024/1257);
- The **postponement of the Euro 7 requirements for heavy-duty vehicles**, although the duration of such postponement and the lead time following adoption of the implementing acts, and the extension to annexed provisions, may be subject to further calibration, with a view to a balanced solution.

➢ **The Presidency is of the view that, taken together, these elements already could deliver significant tangible administrative and financial relief and form a coherent basis for a COREPER mandate.**

➢ **Delegations are invited to provide their views on this assessment.**

2. Outstanding elements

By contrast, two elements have consistently prevented consensus while at the same time being closely interlinked with parallel files:

- Definition of a new small-vehicle sub-category (purely electric, M1E, in the original proposal of the Commission, or combined with 'zero-emissions', M1ZE, in later proposals for a Council mandate), together with the notions of 'technological neutrality' and 'CO_2-neutral fuels'. Views remain fundamentally divided and several delegations underline that these questions are more appropriately settled within the revision of the CO_2 emission standards for cars and vans and the relevant energy and environment legislation (e.g. RED);
- Freezing of the Utility Factor for plug-in hybrid vehicles, which is an addition to the Commission proposal suggested by some delegations, and which relates to the Euro 7 secondary legislation and the wider emissions framework.

➢ **The Presidency considers that discussions on these two elements have reached the limits of what can realistically be achieved within the Antici Group on Simplification.**

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- **Delegations are invited to share their views on this assessment, or to outline any further work they consider could realistically be undertaken within the group to make progress on these outstanding elements.**

The Presidency will reflect on the views expressed. Should there be broad agreement that these issues cannot be resolved at AGS level, the Presidency may consider inviting COREPER to provide political guidance on the appropriate next steps in the coming weeks, with a view to facilitating further progress towards a COREPER mandate.