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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Antici Group (Simplification)
Subject:	Omnibus IX (Automotive): Presentation by the Commission (AGS on 23 January 2026)

Delegations will find enclosed a presentation from the Commission for the Antici Group (Simplification) meeting on 23 January 2026 regarding Omnibus IX (Automotive).

Omnibus IX: Automotive omnibus

Antici Group on Simplification (AGS)

Discussion document for the Council of the European Union
Disclaimer: This presentation contains preliminary views of Commission services and may not be regarded as stating an official position of the European Commission.

23 Jan 2026

European Commission

4 objectives of the Automotive Omnibus

- **Removing regulatory obstacles for electric light commercial vehicles (e-vans)**

Amendments to Regulation (EC) 561/2006 (Driving & Rest Periods Regulation, with direct effect on Tachograph Regulation)

Amendment to Regulation (EU) 2019/2144 (General Safety Regulation)

Directive amending Directive 92/6/EEC (Speed Limiter Directive)

- **Reducing costs for Euro 7 emission tests**

Amendments to Regulation (EU) 2024/1257 (Euro 7 Regulation)

- **Improving coherence and avoiding market fragmentation**

Amendments to Regulation (EU) 2018/858 (Type-Approval Framework Regulation)

Repeal of Regulation (EC) 540/2014 (Motor Vehicle Noise Regulation) and Directive 70/157/EEC

- **Accelerating the uptake of small affordable Electric Vehicles**

Amendments of Regulation (EU) 2018/858 (Type-approval Framework Regulation) introducing a new vehicle subcategory

Scope of the Automotive Omnibus

Motor vehicles legislation

Requirements for vehicles to be put on the market

- General Safety Regulation (Regulation (EU) No 2019/2144)
- Euro 7 (Regulation (EU) 2024/1257)
- Type-Approval Framework (Regulation (EU) 2018/858)
- Sound level of Motor Vehicles (Regulation (EU) No 540/2014)
- Permissible Sound Levels (Directive 70/157/EEC)

Road transport legislation

Requirements for usage of vehicles on public roads

- Driving & Rest Periods Regulation (Regulation (EC) No 561/2006), with direct effect on Tachograph Regulation
- Speed Limitation Devices (Directive 92/6/EEC)

Simplification measures for e-vans

Amendments to:

Driving & Rest Periods Regulation, with direct effect on Tachograph Regulation

Speed Limiter Directive

General Safety Regulation

Tachograph

Purpose:

- Monitor compliance with social rules in road transport (in particular commercial) and support enforcement of certain market rules (cabotage, etc.). This ensures fair competition among operators, working conditions for drivers, and road safety.

Scope:

- Applicable to commercial vehicles exceeding 3.5 t. As of July 1, 2026, the requirement extends to goods vehicles over 2.5 t engaged in international transport for hire or reward.

Article 13:

- Article 13(1) of Regulation (EC) 561/2006 allows Member States to implement **national exceptions**, which can be extended to other Member States with **mutual agreement**, fostering cooperation in **cross-border transport operations**.

Proposed simplifications:

- Additional possibility for such national exceptions for **e-vans between 3.5 t and 4.25 t to take into account battery weight** of electric vans and align to the conditions for internal combustion engine vans with same payload

- Possibility for national exceptions for **motorhomes above 7.5 tonnes**.

Speed Limiters

Current status:

- **Regulation (EU) 2019/2144** requires the installation of speed limit devices in accordance with UN Regulation No 89 in all new heavy-duty vehicles for the purposes of type approval..
- **Directive 92/6/EEC** obliges MS to ensure that N2 and N3 vehicles can be used on public roads only if equipped with a device on which the maximum speed is set at 90 km/h.

Simplification measure:

Exempt electric vans between 3.5 t and 4.25 t from these requirements to put them on equal footing with similar internal combustion engine vans with the same payload.

No negative impact on road safety:

- Due to General Safety Regulation, new vehicles are equipped with **Intelligent Speed Assistance** systems and **Advanced Driver Assistance Systems** (lane keeping, emergency braking etc).
- **All safety requirements for heavy-duty vehicles** apply to such electric vans between 3.5 t and 4.25 t .
- E-vans between 3.5 t and 4.25 t can only be driven by **professional drivers or experienced drivers**
- Currently no speed limiter requirement for combination of light commercial vehicle of 3.5 t with trailer of 0.75 t

EURO 7

Euro 7 low-temp emissions test: two simplification options considered

Option 1 — Keep the legacy lab test (Type 6)

✗

What it is

- Euro 6e / Type VI laboratory test at −7 °C (legacy NEDC-based)
- Applies to gasoline (positive-ignition) vehicles only
- Pollutants covered: CO and hydrocarbons (HC) only
- Euro 7 refers to Euro 6e methods; test conditions overlap with existing Real-Driving Emissions (RDE) test (−7 °C to 38 °C)

Regulatory approach

- Introduce the dedicated Euro 6 low-temperature limits (CO/HC) into Euro 7 (between 15x and 18x the 'base' Euro 7 limits)
- Avoid a mismatch: legacy procedure with Euro 7 limits (legal uncertainty)

Option 2 — Delete Type 6; rely on real-driving emissions test (RDE) – Omnibus proposal

✓

What it is

- Eliminate the low-temperature (Type 6) lab test entirely
- Demonstrate compliance via on-road RDE (covers −7 °C to 38 °C)
- Applies to all combustion technologies; covers all regulated pollutants
- Limits: Euro 7 Annex I; HC uses an extended factor (×1.6) from 0 to −7 °C

Regulatory approach

- Simple deletion from the list of required tests.

Rationale / expected impacts

- Reduces type-approval testing burden (one less test – less costs)
- Estimated savings: EUR 155–275 million per year
- Negligible engineering impact (as Euro 6e solutions are driven by RDE)

Key takeaway: Both options address overlap between the Euro 7 low-temperature lab test and RDE (-7 °C).
Option 1 keeps the legacy Type VI cold laboratory test by restoring low-temperature specific limits from Euro 6.
Option 2 deletes Type VI and relies on the more modern and also cold-capable RDE, improving simplification without compromising on environmental protection.

Euro 7 – engine testing for heavy-duty vehicles

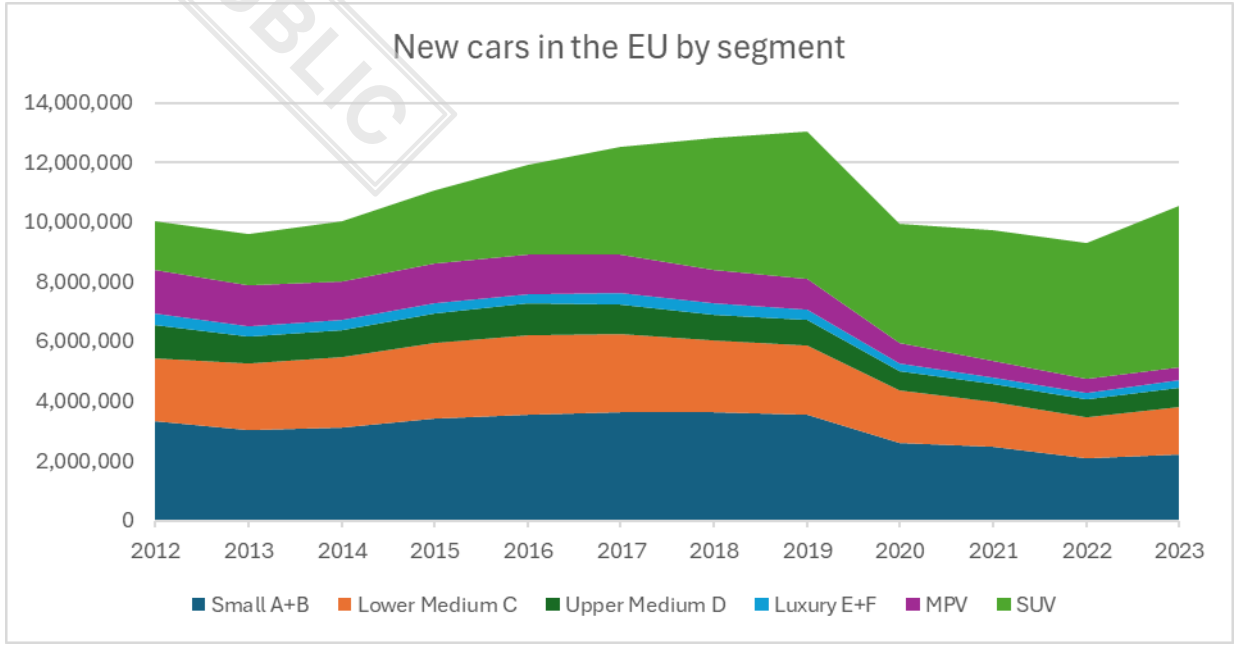
- Omnibus proposes engine testing per “vehicle **categories**” rather than “vehicle types” :
- The reference to ‘vehicle category’ aligns the type-approval testing effort with established test methods of Euro VI and UN Regulation 49.
- Annex III to Regulation (EU) 2024/1257 refers to **testing methodology of Annex 8 of UN Regulation No 49** to ensure that the testing methodology for RDE (real driving emissions) testing would not increase the type-approval testing burden compared to Euro VI.
- The reference to ‘vehicle type’ in the current Euro 7 text would mean that an RDE test needs to be performed in each specific vehicle type that the engine will be installed in. This could increase the type-approval testing burden significantly, without any environmental benefit. Type-approval authorities also raised concern on type-approval capacities for such increased testing requirements.
- **In-service conformity** testing as a safety net, as vehicles can be randomly selected among individual vehicles of the same vehicle category and checked for compliance.

M1E – “Small – Affordable - Electric Vehicles”

Decline of small cars segment in the EU

Segment (industry label)	% of EU running fleet	Estimated number of cars
A — Minicars	3.00%	7,770,000
B — Small cars	22.00%	56,980,000
C — Compact cars	30.00%	77,700,000
D — Mid-size cars	8.00%	20,720,000
E+F — Large / executive	3.00%	7,770,000
SUVs / crossovers	28.00%	72,520,000
MPV (multi-purpose)	4.00%	10,360,000
Other / niche	2.00%	5,180,000
Total (passenger cars)	**100%**	**≈259,000,000**

*(Source: Eurostat total; segment shares = **estimate** informed by ICCT/ACEA registration patterns and fleet reports. European Commission+2ICCT+2)*



A+B segment sales volume in 2024 compared to 2019: **-1.6M vehicles**

Small Affordable Cars Initiative – SOTEU 2025

*" (…) we will propose to work with industry on a new **Small Affordable Cars initiative**. I believe Europe should have its own E-car. E for environmental – clean, efficient and lightweight. E for economical – affordable for people. E for European – built here in Europe, with European supply-chains. "*

~ President von der Leyen, 2025 State of the Union speech

M1E – Small Electric Vehicle sub-category

- Definition: “small electric vehicle means a pure electric vehicle that belongs to category M1, having a length **not exceeding 4.2 metres**”

All existing type-approval requirements for passenger cars (safety, environmental performance) apply to M1E

- Benefits for M1E cars:

Super-credit in CO2 standards → M1E vehicles made in the EU count 1.3 times for CO2 fleet average

Potential simplification measures for future additional type-approval requirements

Harmonised definition that all EU national and local authorities can use when setting-up **fiscal (e.g. purchase subsidies) and non-fiscal (e.g. parking, or charging privileges) support measures**

M1E – Why 4.20 m

- Length is **technology-neutral** parameter
- Focus on the small car segment that needs further incentives – vehicles below 4.20 m currently only 12% of EV sales.
- Objective is to boost production of segments that are not yet sufficiently available on EU market while being **suitable for 4 persons and all use cases**.
- Length and affordability:

Vehicle length	Median price
Below 4.10 m	€27k
Below 4.20 m	€30k
Below 4.30 m	€33k

ANNEX – BACK-UP

Relevance of the Automotive Industry

The automotive value chain is a pillar of the EU economy, accounting for EUR 589.3 billion euro and 3.7% of total value added of Europe's GDP ,and direct employment of 10.6 million Europeans.

Vehicle Categories

Category M

Transport of Passengers

M1 - car

M2 - Minibus

M3 - Bus

Category N

Transport of Goods

N1 – Pick-up
Truck & Vans

N2 – Larger
Vans and Trucks

N3 – Heavy
Duty Truck

Omnibus Cost Savings

With the automotive omnibus, we proposed very targeted simplification measures that are estimated to reduce costs for the industry by more than EUR 706 million per year.

Proposed measures	Estimated annual saving in EUR
Removing regulatory obstacles for the uptake of electric light commercial vehicles (i.e. tachograph and speed limitation device)	- 284 million
Reducing the adjustment costs related to Euro 7 emission tests	- 423 million

Thank you