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From:	General Secretariat of the Council
To:	Antici Group (Simplification)
Subject:	Omnibus IX (Automotive): Steering and Explanatory Note by the Presidency (AGS on 24 September 2026)

Delegations will find enclosed a Steering and Explanatory Note by the Presidency for the Antici Group (Simplification) meeting on 24 September 2026 on Omnibus IX (Automotive).

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Antici Group on Simplification
24 September 2026
Omnibus IX (Automotive) – Steering and Explanatory Note

This Presidency steering and explanatory note is intended to support discussions at the Antici Group on Simplification (AGS) meeting of 24 September 2026, during which the Presidency will invite delegations to express their views as regards the latest changes brought to certain provisions of the legal text. Delegations will find a table summarizing these amendments in Annex I , with a detailed comparison table also outlined in Annex II of this note.

At this point in time, the Presidency has decided to focus on fine-tuning certain "semi-stable" elements of the text as outlined in the last Presidency steering note (WK 10032/26), where we see the potential for progress toward convergence on a stable text.

We note that Member State views on a limited number of outstanding elements of the proposal remain divided and will require further detailed reflection. However, our aim with the amendments to be discussed in this AGS meeting is to continue building toward meaningful simplification benefits for industry, and paving the way toward a positive negotiating mandate, pending further clarity as regards developments across the broader Automotive Package.

The Presidency remains fully committed to driving forward work on this package and maintaining momentum on the simplification agenda in line with the guidance from the European Council, and the targets set out in the One Europe, One Market Roadmap (ST 8473/26).

The targeted changes, the rationales for which are summarized in the Explanatory Table provided in Annex I of this Presidency Note, mainly concern Article 2, Article 4 and Annex I of the Omnibus Regulation, as well as the addition of corresponding Recitals.

These build upon the input provided by delegations during the informal written consultation (WK 8755/26) and the positions expressed during the meeting of the AGS on 16 July 2026. A comparison table outlining these proposed targeted amendments in further detail is also provided in Annex II of this Presidency note.

One round of exchanges of views on these proposed changes is foreseen during the AGS meeting on 24 September.

Finally, under AOB, the Presidency will inform and update delegations on ongoing parallel discussions that are linked to elements of the Automotive Omnibus.

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1. Proposed changes to the end of series procedure (Article 49 of Regulation 2018/858

While the initial drafting of a simplified Article 49 of Regulation 2018/858 already garnered support from several delegations, concerns were raised that the structure was deemed too complex. In addition, when replacing the individual request-and-decision process by a rule that contains all elements for registration and placing on the market, it was noted that that rule should not depend on elements that might be difficult to ascertain in practice, namely the date of manufacture.

The revision of Article 2(1a) of the Omnibus, which is based on input from the Commission services, responds to these concerns by simplifying the structure of Article 49 and referring, in the list of conditions to be fulfilled, to the certificate of conformity issued on or after the date of manufacture. The minimum period of three months before entry into force of the new regulatory requirements is then determined from the date of issue of this certificate.

2. Introduction of a voluntary option for compliance of robust selective catalytic reduction reagent injection systems adapted to severe winter conditions (new Article 5(3a) and Annex V Table 1 ('Durability of emission control systems') in Regulation 2024/1257)

The problem of AdBlue freezing in harsh conditions despite its performance according to type-approval had been sought to be addressed in the previous Presidency compromise (Article 7(2a) of Regulation (EU) 2024/1257 of the previous version), with some expression of caution by Commission services noted that the draft text could create unintended horizontal consequences and additional burdens for vehicle manufacturers.

The proposed reformulation, anchored in a new Article 5(3a) of the Euro7 Regulation and inserted in Article 4(-1a) of the Omnibus, aims for a better alignment with the overall simplification objective, in the sense that it does not create an additional documentation obligation for the manufacturer, but a possibility to declare compliance with a specific 'harsh conditions' standard. The key policy elements are the following:

(1) not to make "winter-hardened" reagent injection systems compulsory for all vehicles;
(2) to allow manufacturers, on a voluntary basis, to declare that their SCR/reagent injection system is designed to withstand repeated freeze–thaw cycles in dynamic conditions;
(3) to ensure that, where they choose to make such a declaration, the declaration is framed in EU type-approval law and may be further specified through implementing rules; those implementing rules may also amend the templates for the vehicle documentation, so that the presence of the feature in the vehicle is easily to establish for market participants.

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3. Deletion of the Commission empowerment to adopt implementing acts establishing rules for the methods to determine the CO2 emissions, fuel and electric energy consumption, zero-emission range, electric range, vehicle power as well as the performance of OBFCM devices – Article 14(9)(b) of Regulation 2024/1257

This provision, initially set out in Article 14(9) of Regulation 2024/1257 and corresponding to Article 4(1)(c) of the Omnibus, was deemed no longer necessary, per the Commission services' assessment, since the applicable CO_2 requirements for the vehicles concerned remain unchanged from those already established under Euro VI.

The removal of this empowerment in the Omnibus proposal would thus not alter the substantive regulatory framework or reduce environmental ambition; rather, it would serve to improve clarity, avoid unnecessary duplication and streamline the legal text in line with the simplification objectives the Automotive Omnibus aims to achieve.

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Annex I - Explanation of Changes

Recitals	
Winter hardened systems using a reagent (i.e. AdBlue) (Regulation 2024/1257)	
Recital (X) Corresponding Article 4 (-1a)	This Recital is the direct corollary of the newly added Article (-1a) of the Omnibus Regulation inserting a new paragraph 3a in Article 5 of Regulation 2024/1257.
End of series procedure – Regulation 2018/858	
Recital 10a	The wording of this Recital was adjusted to reflect the new wording of Article 49 of Regulation (2018/858) as set out in Article 2(1a) of the Omnibus which clarifies the procedures as regards the making available on the market, the registration and the entry into service of end of series vehicles
Commission empowerment to adopt implementing acts (Regulation 2024/1257)	
Recital (X) Corresponding Article 4(1)(c)	New Recital to reflect and explain the deletion of Article 14(9)(b) of Regulation 2024/1257.

Articles	
Amendments to Regulation (EU) 2018/858	
Article 2(1a) 'Article 49' of Regulation (EU) 2018/858	This change simplifies and clarifies the procedure under Article 49 of Regulation 2018/858. The previous version was deemed too complex by certain delegations. This new version refers, in the list of conditions to be fulfilled, to the certificate of conformity issued on or after the date of manufacture.
Amendments to Regulation (EU) 2024/1257	
Article 4 (-1a) New Article 5(3a) in Regulation (EU) 2024/1257	This suggested insertion turns the Council amendment regarding winter-hardened systems using a reagent (typically AdBlue) into a voluntary option rather than a mandatory requirement, by anchoring it in Article 5 of Regulation (EU) 2024/1257 (Euro 7). See point 2 of the Presidency note.
Article 4(1)(c) Deletion of Article 14(9)(b) of Regulation (EU) 2024/1257	Article 14(9)(b) of Regulation 2024/1257 was deemed no longer necessary, as the applicable CO_2 requirements for the vehicles concerned remain unchanged from those already established under Euro VI. Its removal therefore does not alter the substantive regulatory framework or reduce environmental ambition, but serves to improve clarity, avoid unnecessary duplication, and streamline the legal text in line with the simplification objectives of the Omnibus proposal.

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Annex I Omnibus – Annex I and V of Regulation 2024/1257	
Point 1a of Annex I Omnibus	A minor typo was corrected under the new Table 1bis in Annex I of Regulation 2024/1257– ("ECV" to "FCV")
Point b of Annex I Omnibus	The mention of "M2,M3,N2 and N3" in table 1 of Annex V of Regulation 2024/1257 under the entry for 'Laboratory test of low temperature for emissions' has been deleted since the table only pertains to M1 and N1 vehicles.
Point d of Annex I Omnibus	The table under the new point (d) of Annex (previously point (b)) was incomplete. The missing columns were inserted accordingly.
New points (a),(c),(e),(g) of Annex I Omnibus	The entry for "durability of emission control systems" In tables 1, 2, 3 and 4 of Annex V of Regulation 2024/1257 was amended in line with the changes made in Article 4(-1a) of the Omnibus adding a new point 3a under Article 5 of Regulation 2024/1257.

Annex II – Illustration of changes to the legal text

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End of series procedure Article 2(1a) Omnibus Regulation amending Article 49 of Regulation 2018/858	
Version in WK 8755/26	**[new] Proposed changes**
(1) **Where a Union legal act provides that vehicles which do not comply with certain technical requirements may no longer be made available on the market, registered or put into service at a certain point in time, or that a certificate of conformity issued may therefore be invalidated at a certain point in time, the following additional rules shall apply to the registration of a vehicle concerned:** **(a) a complete vehicle manufactured up to the date three months before the date of entry into force of the prohibition of registration may still be made available on the market, registered or put into service for a period of 12 months after the date of entry into force of the prohibition of registration. Thereafter,**	**1. Member States may register and permit the making available on the market or entry into service of vehicles conforming to a type of vehicle whose EU type-approval is no longer valid for a limited period of 12 months from the date on which the validity of the EU type-approval expired in the case of complete vehicles and for a period of 18 months from that date in the case of completed vehicles.** **2. Paragraph 1 shall apply only to a vehicle meeting the following criteria:** **(a) the vehicle is located physically on the territory of the Union;** **(b) the vehicle is covered by a valid EU type-approval at the time of its production;** **(c) a certificate of conformity was issued on or after the**

it may no longer be made available on the market, approved or put into service;	**date of manufacture of the vehicle and remained valid for at least three months after its date of issue before it lost its validity due to the entry into force of new regulatory requirements; and**
(b) A completed vehicle manufactured up to the date three months before the date of entry into force of the prohibition of registration may still be made available on the market, registered or put into service for a period of 18 months after the date of entry into force of the prohibition of registration. Thereafter, it may no longer be made available on the market, approved or put into service.	**(d) the vehicle has not been registered or has not entered into service before the EU type-approval lost its validity.**
2. Where a Union legal act provides that vehicles which do not comply with certain technical requirements and have been manufactured up to a certain point in time may still	**3. The manufacturer shall maintain a list of the vehicles subject to paragraph 1 and make this list available to the Member States and the Commission upon a request.**

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be made available on the market, registered or put into service, that possibility shall expire for a complete vehicle 12 months after the date of entry into force of the prohibition of registration referred to in that Union legal act and for a completed vehicle 18 months after the date of entry into force of the prohibition of registration referred to in that Union legal act. **3. Until the date on which it is possible for a vehicle to be registered in accordance with paragraphs 1 and 2, the vehicle concerned may be made available on the market, offered for sale and put into service.** **4. Paragraphs 1, 2 and 3 shall apply only to vehicles located in the territory of the Union which were subject to a valid EU type-approval at the time of their manufacture, but which had not been registered or put into service before that EU type-approval became invalid.';**	

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[new] Corresponding Recital 10a	
Version in WK 8755/26	**<u>[new] Proposed changes</u>**
Regulation (EU) 2018/858 should be simplified as regards the procedure for making available on the market, registration, or entry into service of end-of-series vehicles. In particular, the limitations on the number of vehicles that may benefit should be discontinued, and the procedure requiring a request from the manufacturer and a decision by the authority should be replaced by establishing directly in the Regulation whether a vehicle is eligible for registration, based on the manufacturing date. In addition, that simplification is expected to provide clarity in cases where a vehicle is placed on the market in one Member State but intended to be registered in another Member State.	**Regulation (EU) 2018/858 should be simplified as regards the procedure for making available on the market, registration or entry into service of end-of-series vehicles (end-of-series procedure'). In particular, the restrictions on the number of vehicles that are able to benefit from the end-of-series procedure should be discontinued. The procedure requiring a request from the manufacturer and a decision by the authority should be replaced by setting out directly in Regulation (EU) 2018/858 whether a vehicle is eligible for registration, based on the ~~manufacturing date~~ <u>date of the certificate of conformity</u>. In addition, that simplification is expected to provide clarity in cases where a vehicle is placed on the market in one Member State but intended to be registered in another Member State.**

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AdBlue amendment Article 4(-1a) of the Omnibus Regulation amending Regulation 2024/1257	
Version in WK 8755/26	**<u>[new] Proposed changes</u>**
(-1a) in Article 7, the following paragraph is inserted: **'2a. Manufacturers shall provide the approval authority with a signed declaration of compliance as regards the durability and the absence of abnormal failure rates of reagent injection system in dynamic conditions under which the reagent specified in type approval freezes and thaws repeatedly. Such systems shall withstand the lifetime requirements set out in Table 1 of Annex IV.';**	**<u>(-1a) in Article 5, the following paragraph is inserted:</u>** **<u>'3a. Manufacturers may, on a voluntary basis, provide the approval authority with a signed declaration of compliance as regards the durability and the absence of abnormal failure rates of *the* reagent injection system in dynamic conditions under which the reagent specified in *the* type-approval freezes and thaws repeatedly.</u>**
[new] Proposal for a corresponding Recital	
<u>In order to support technological neutrality and enable manufacturers to make use of robust selective catalytic reduction reagent injection systems adapted to severe winter conditions, it should be possible for manufacturers to declare compliance of such systems with durability and abnormal failure performance requirements in dynamic conditions under which the reagent specified in the type-approval freezes and thaws repeatedly. Where manufacturers opt to make such a declaration, they should provide the approval authority with a signed declaration of compliance. To ensure uniform conditions for the implementation of that voluntary option, the Commission should be empowered to lay down implementing rules concerning the content, format and verification of that declaration and the technical specifications and test conditions applicable to such systems, including for In-Service Conformity.</u>	

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[new] Deletion of Article 14(9)(b) of Regulation 2024/1257 Article 4(1)(c) of the Omnibus Regulation
~~(b) with respect to the methods to determine the CO2 emissions, fuel and electric energy consumption, zero-emission range, electric range, vehicle power as well as the performance of OBFCM devices, as referred to in paragraph 4, points (b), (d) and (j);~~
[new] Proposal for a corresponding Recital
In order to reduce unnecessary administrative burden and ensure proportionality, the empowerment laid down in Article 14(9), point (b), of Regulation (EU) 2024/1257 should be deleted. That provision was intended to enable the adoption, sufficiently in advance, of implementing measures concerning CO2-related requirements, to provide manufacturers, approval authorities and technical services with adequate notice of any new requirements under that Regulation. **The relevant CO2 related requirements referred in Article 14, paragraph 4, points (b), (d) and (j) are to be carried over under Euro 7 and will effectively remain as laid down in Regulation (EU) 2017/2400, Regulation (EU) 2022/1362 and Regulation (EU) 2025/2161 respectively, without substantive amendment. Therefore, the adoption of such advance implementing measures is not necessary.** **It is therefore appropriate that the specific Euro 7 CO2 related implementing acts will align with the general dates of application set out in Article 21 of Regulation (EU) 2024/1257, thereby avoiding unnecessary recertification and administrative processing prior to the full application of that Regulation.**

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This section contains Annex I of the Omnibus Regulation. Changes compared to WK 8755/25 are highlighted in **bold underline** and ~~**bold strikethrough**~~

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'**

– **1a. in Annex I, the footnote to Table 4 is replaced by the following:**

– **"(*) For N1, Class III vehicles, and Euro 7ext vehicles[1], the applicable limits are as follows: PEV 5 mg/km, OVC-HEV, NOVC-HEV, ~~E~~FCV/FCHV and ICEV 11mg/km";**

[1] [NOTE : subject to information from the Commission whether brake abrasion of vehicles N2 between 3,5 and 5 tonnes is documented]



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

(a) [new] in table 1, the entry for 'Durability of emission control systems' is amended as follows:

'Durability of emission control systems, including durability and abnormal failure performance requirements in dynamic conditions under which the reagent specified for type-approval freezes and thaws repeatedly under Article 5(3a)	**Declaration**	**Not required**	**Not required'**

(b) ~~(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'**

''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 reagents, 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)';'**

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'Correct operation of systems using a consumable reagent and pollution control systems	**Declaration (**)(****)**	**Not required**	**Optional (**)(****)'**

(****) The minimum requirements for alternative reagents included in the manufacturer's declaration of compliance shall be specified in the type-approval information document.

(c) <u>[new] in table 2, the entry for 'Durability of emission control systems' is amended as follows:</u>

<u>Durability of emission control systems, including durability and abnormal failure performance requirements in dynamic conditions under which the reagent specified for type-approval freezes and thaws repeatedly under Article 5(3a)</u>	**<u>Declaration</u>**	**<u>Not required</u>**	**<u>Required</u>**	**<u>Optional</u>**	**<u>Required</u>**	**<u>Optional</u>**

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(d) 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'**	**Optional**	**Required**	**Optional'**

(e) [new] in table 3, the entry for 'Durability of emission control systems' is amended as follows:

Durability of emission control systems, including optional durability and abnormal failure performance requirements in dynamic conditions under which the reagent specified for type-approval freezes and thaws repeatedly under Article 5(3a)	**Declaration (**)**	**Not required**	**Required**

(f) 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	Required demonstration tests for all fuels	Not required	Required test on a vehicle with any fuel and on

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(RDE) for each fuel and for the applicable vehicle categories (M2, M3, N2 and N3)	for which the type-approval is granted per vehicle category and a declaration of compliance for all fuels, **all reagents,** all payloads and all applicable vehicle categories (*4) **(****)**		any vehicle category and any payload for all engine types every two years (*5)';'

…

'Correct operation of systems using a consumable reagent and pollution control systems	**Declaration (**)(****)**	**Not required**	**Optional (**)(****)'**

(****) The minimum requirements for alternative reagents included in the manufacturer's declaration of compliance shall be specified in the type-approval information document.

(g) <u>[new] in table 4, the entry for 'Durability of emission control systems' is amended as follows:</u>

<u>Durability of emission control systems, including durability and abnormal failure performance requirements in dynamic</u>	**<u>Declaration</u>**	**<u>Not required</u>**	**<u>Optional</u>**	**<u>Optional</u>**	**<u>Required</u>**	**<u>Optional</u>**

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conditions under which the reagent specified for type-approval freezes and thaws repeatedly under Article 5(3a)						

(h) ~~(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';'

(i) ~~(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'

(j) ~~(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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