

**EXPLANATORY MEMORANDUM FOR EUROPEAN UNION LEGISLATION WITHIN THE
SCOPE OF THE UK/EU WITHDRAWAL AGREEMENT AND THE WINDSOR
FRAMEWORK**

C(2026)3144 final

C(2026)3144 final ANNEX

C(2026)3151 final

C(2026)3151 final ANNEX

**COMMISSION DELEGATED REGULATION (EU) .../... amending Regulation (EU)
2024/1257 of the European Parliament and of the Council as regards conditions for
testing compliance with brake particle emission limits**

**COMMISSION DELEGATED REGULATION (EU) .../... amending Regulation (EU)
2024/1257 of the European Parliament and of the Council as regards setting out
durability multipliers for gaseous pollutants of heavy-duty vehicles of categories M3,
N2 and N3**

Submitted by Department for Transport, 2 September 2026

SUBJECT MATTER

1. This Explanatory Memorandum sets out the implications for Northern Ireland of two European Commission Delegated Regulations relating to the EU's type-approval framework for motor vehicles. These two proposed Regulations amend Regulation (EU) 2024/1257 ("the Euro 7 Regulation"), which establishes requirements relating to vehicle emissions for motor vehicles placed on the EU market.

C(2026)3144

2. C(2026)3144 amends Annex III to the Euro 7 Regulation to update the conditions for testing compliance with brake particle emission limits. The Regulation updates the technical requirements used to demonstrate compliance with Euro 7 brake emissions standards for passenger cars and vans (categories M1 and N1). The amendment is intended to ensure that the Euro 7 framework remains aligned with the latest developments in international vehicle regulations under the United Nations Economic Commission for Europe (UNECE), supporting harmonisation with other markets outside of the EU.
3. The Regulation replaces the current reference to UN Global Technical Regulation (GTR) No. 24 on brake emissions with a reference to the newly adopted UN Regulation (UNR) No. 179 on the laboratory measurement of brake emissions from light-duty vehicles. The European Commission states that UNR 179 reflects the latest technological and scientific developments in measuring brake emissions and builds upon the methodology previously contained in GTR No. 24.

C(2026)3151

4. This is a technical measure amending the Euro 7 Regulation. It establishes durability multipliers (i.e. factors applied to emissions limits to account for the deterioration of emission control systems over time) for gaseous pollutant emissions from heavy-duty vehicles during the additional lifetime period set out within the Euro 7 Regulation. The European Commission's amendments are based on their assessment of emissions performance deterioration of Euro VI heavy-duty vehicles. The amendments can be summarised as follows:

a. Establishment of durability multipliers for heavy-duty vehicles

The Euro 7 Regulation requires heavy-duty vehicles to comply with emissions limits not only during their main lifetime (i.e. the period it is expected to operate while meeting emissions standards, which can be up to 700,000 km or 12 years depending on the vehicle type), but also during an additional period extending 25% beyond that lifetime. To account for the deterioration of emissions-control systems over time, durability multipliers are applied when assessing compliance during the additional lifetime period. The European Commission assessed emissions durability data from Euro VI heavy-duty vehicles and considered that a durability multiplier value of 1.2 is appropriate for diesel-powered vehicles. This value is also consistent with existing requirements for light-duty vehicles. The European Commission's assessment formed the basis for the amendment to Annex IV, which updates the durability multiplier to reflect the expected performance of Euro 7 technologies.

b. Amendment of Annex IV to Regulation (EU) 2024/1257

The Regulation replaces Table 2 of Annex IV to Regulation (EU) 2024/1257 and introduces a durability multiplier of 1.2 for gaseous pollutants for:

- Vehicles in categories N2 (medium goods vehicles) and N3 (heavy goods vehicles) up to 16 tonnes, and M3 (coaches and buses) up to 7.5 tonnes; and
- Vehicles in category N3 above 16 tonnes, and M3 above 7.5 tonnes.

The amendment aims to provide legal certainty regarding how compliance with Euro 7 gaseous pollutant limits will be assessed during the additional lifetime period for heavy-duty vehicles. The Regulation does not introduce new emissions limits, but establishes the multiplier to be applied when testing vehicle compliance.

SCRUTINY HISTORY

5. There has been no previous scrutiny of these proposals.

MINISTERIAL RESPONSIBILITY

6. The Secretary of State for Transport has responsibility for vehicle approval regulations.

INTEREST OF THE DEVOLVED GOVERNMENTS (DGs)

7. Type approval is a reserved matter. The Devolved Governments, particularly in Northern Ireland, have an interest and have been consulted in the preparation of this EM. No comments were received.
8. The Regulations will apply in Northern Ireland under the Windsor Framework if added to the relevant EU legislation applicable under the Framework. Officials have informed the Devolved Governments of this proposal.

LEGAL AND PROCEDURAL ISSUES

9. Legal Base:

C(2026)3144: The brake particle emissions Regulation is made pursuant to Article 15(1)(e) of the Euro 7 Regulation.

C(2026)3151: The durability multiplier Regulation is made pursuant to Article 15(1)(f) of the Euro 7 Regulation.

10. Voting Procedure:

This is a Commission Delegated Regulation amending the Euro 7 Regulation. Voting was in accordance with the regulatory procedure with scrutiny, including seeking the opinion of the Technical Committee - Motor Vehicles.

11. Timetable for adoption and implementation:

Both proposed Regulations were adopted by the Commission on 9 June 2026.

C(2026)3151 was published in the Official Journal of the EU on 13 August 2026, while **C(2026)3144** has not yet been published. They will enter into force 20 days after they are published in the Official Journal. The requirements will be implemented in line with Euro 7: from 29 November 2026 for new light-duty vehicle types and 29 November 2027 for all new light-duty vehicle registrations; and from 29 May 2028 for new heavy-duty vehicle types and 29 May 2029 for all new heavy-duty vehicle registrations.

POLICY AND LEGAL IMPLICATIONS

12. **C(2026)3144** and **C(2026)3151** are both technical amendments to the Euro 7 framework that respectively governs brake particle emissions testing and establishes durability multipliers for gaseous pollutant emissions from heavy-duty vehicles in the EU. Neither amendment introduces new emission limit values or can be viewed as substantive changes to the stringency of requirements under the Euro 7 standard. They can instead be viewed as necessary technical amendments to set out and provide clarity on the details of the technical requirements of the standard ahead of its mandatory application in the EU and Northern Ireland.
13. The Government has consulted on proposals to implement the Euro 7 vehicle emission standard in Great Britain. These amendments are therefore relevant to the ongoing development of policy and will be considered alongside wider proposals for the implementation of Euro 7 requirements domestically.
14. The Department for Transport continues to closely monitor the development of Euro 7 emissions regulations and has also supported and contributed to the corresponding UN Regulations through the United Nations Economic Commission for Europe (UNECE). Consistent with the Government's presumption in favour of alignment with EU type-approval requirements for road vehicles, the implications of these amendments will be considered as part of potential future implementation plans for Euro 7 in Great Britain.

15. There is no effect on Northern Ireland's participation in the UK's free trade agreements as the automotive elements of such agreements are based on the recognition of international UN Regulations where available.
16. There is no effect on Northern Ireland's participation in the UK's Common Frameworks.
17. The proposed amendments are to legislation in scope of the Windsor Framework and will apply directly in Northern Ireland.

CONSULTATION

18. The European Commission consulted EU Member States and industry stakeholders via its Motor Vehicles Working Group, the proposal was endorsed by Member States at a meeting of the Member States Expert Group. Formal consultations on the proposals were undertaken as follows:
 - **C(2026)3144**: consultation open from 20 March to 17 April 2026; 16 stakeholder responses were received.
 - **C(2026)3151**: consultation open from 24 February to 24 March 2026; 4 stakeholder responses were received.
 - No responses were received from businesses based in Northern Ireland.

FINANCIAL IMPLICATIONS

19. There are no direct financial implications for the UK.

MINISTERIAL NAME AND SIGNATURE



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