



Newsletter

*AUTOMOTIVE
AND SUSTAINABLE
MOBILITY*

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Ainara Rentería

Director: Head of the Automotive and Sustainable Mobility Sector
Partner of Gómez-Acebo & Pombo Abogados

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LEGISLATION

SPAIN

Decision of the Directorate-General for Industrial Strategy and Small and Medium-Sized Enterprises, of 27 January 2026, approving the revision of the Vehicle Modification Manual

This Decision approves the second correction to the seventh revision of the Vehicle Modification Manual, a document prepared by the Ministry of Industry and Tourism in collaboration with the competent bodies for vehicle inspections ('ITV') in devolved ('autonomous') regions, which sets out the descriptions of classified modifications, their coding, and the documentation required for their processing. The constant technological evolution of vehicles and their type-approval requirements necessitate a continuous review of the Manual. This new version updates the requirements that must be applied during the processing of vehicle modifications.

Royal Decree 52/2026, of 28 January, amending the General Vehicle Regulations and Royal Decree 2822/1998, of 23 December, approving them, to regulate the Light Passenger Vehicles Register

This piece of secondary executive legislation entered into force on 30 January 2026, and among the main changes, the current Vehicle Register is renamed the "National Vehicle Register," reinforcing its role as an administrative tool and identifying it as the sole national point for data exchange with other EU Member States. This Register will contain data regarding owner ID, vehicle registration certificate number, vehicle specifications, manufacturer, make, model, certification laboratory, and compulsory insurance.

It incorporates three new schedules to the General Vehicle Regulation: Schedule XIX, on the registration certificate for personal mobility vehicles (PMVs) and other non-type-approved vehicles, regulating the requirements for the

manufacturer to obtain the registration certificate and establishes a system for monitoring and controlling production conformity; Schedule XX, on the Light Personal Vehicles Register, detailing registration, change of ownership, deregistration, and the characteristics of identification labels; and Schedule XXI, setting out the technical characteristics and requirements for PMVs to obtain a registration certificate, including speed limit, power, mass, size, braking, and lighting requirements, among others. The first transitory provision focuses on non-certified personal mobility vehicles, which may continue to be used until 22 January 2027, but must be identified to ensure road safety.

Order of 27 February 2026 approving the 2026-2028 Andalusian Consumer and User Protection Plan (PADPCUA)

Through this Order of 27 February 2026, the Regional Ministry of Health, the Presidency and Emergencies of the Regional Government of Andalusia approves the Action Plan for Consumer and User Protection in Andalusia 2026—2028 (PADPCUA), with the aim of strengthening the protection of consumer rights in Andalusia, especially those of the most vulnerable, in the face of market failures and the proliferation of new forms of commerce, primarily the online model.

The plan sets out five strategic lines, developed through six strategic objectives, twenty-one operational objectives, and fifty-two lines of action, which are aimed at the public, improving the response capacity of the Andalusian consumer authorities in case management, collaboration, raising awareness and informing businesses about laws and obligations regarding consumers, and promoting business participation.

Municipal Ordinance Regulating Las Palmas de Gran Canaria's Sandbox

Published on 27 March 2026, this Municipal Ordinance has been passed, establishing the legal framework for the creation and regulation of Las Palmas de Gran Canaria's Sandbox and transforming the city into a controlled, safe, and open environment for testing and experimenting with solutions, technologies, and new products and services in real urban contexts, while promoting public-private collaboration. With the aim of improving social well-being and quality of life for residents, the City Council of Las Palmas de Gran Canaria has implemented various projects to transform the city. This Ordinance applies to developers as well as the local public sector, and through it, the City Council will provide spaces, assets, and conditions to test emerging and innovative solutions and technologies in real-world contexts.

It also establishes the procedure and authorisation for access to the Sandbox, the conduct and completion of testing, as well as the evaluation, results and system of guarantees and liability, among other matters. Innovation projects eligible for access to the Sandbox may address matters such as the blue economy, tourism, mobility and transportation, the environment and sustainability, digital transformation, the urban environment, or the modernisation of the public sector, among others.

SUSTAINABLE MOBILITY PLANS

Royal Decree-law 7/2026, of 20 March, approving the Comprehensive

Middle East Crisis Response Plan. Reduction of the preparation period for Sustainable Mobility Plans for commuting

Royal Decree-law 7/2026 of 20 March, which entered into force on 22 March 2026, brings forward by twelve months the deadline for companies and public sector entities to negotiate and develop sustainable mobility plans for commuting (sustainable commute plans). Thus, Article 26 of the Sustainable Mobility Act 9/2025 of 3 December is amended to reduce the deadline for complying with the obligation to have sustainable commute plans from twenty-four to twelve months. This applies to workplaces with more than 200 employees, or more than 100 per shift, where the workplace is the primary location of activity. Furthermore, it is specified that these plans must include measures to promote active mobility, public transportation, low-emission mobility, and telework, among other measures, taking into account not only the workers at the workplace but also visitors, suppliers, and any other person who needs to access the workplace. The plans may also provide for carbon offset for greenhouse gas-emitting mobility that cannot be otherwise addressed.

Finally, failure by obligated companies that are recipients of direct aid provided for in this Royal Decree-law to comply with the requirement to have a sustainable mobility plan in place will result in the return of the aid received.

EUROPEAN UNION

Opinions of the European Economic and Social Committee on roadwor-

thiness tests for vehicles and charges on zero-emission heavy-duty vehicles (C/2026/39 and C/2026/41)

On 16 January 2026, the opinions issued by the European Economic and Social Committee (EESC) on 18 September 2025, were published in the Official Journal of the European Union (OJEU): the first (C/2026/39), on the Commission's legislative package to strengthen the EU regulatory framework regarding roadworthiness tests for vehicles, technical roadside inspection of the roadworthiness of commercial vehicles, and the digitalisation of vehicle registration documents; and the second (C/2026/41), on the proposal as regards the extension of the period in which zero-emission heavy-duty vehicles can benefit from significantly reduced rates of infrastructure or user charges or from exemptions to pay them.

Regarding Opinion C/2026/39, among the main measures, the package includes annual testing of cars and vans that are more than ten years old, roadworthiness testing for electric vehicles and advanced electronic safety systems, new emissions test methods, digital registration certificates, through a European platform for sharing the data. The EESC calls for support measures when it comes to low-income households and micro-enterprises, the harmonization of training for inspection staff, and a fair distribution of responsibilities regarding load securing throughout the logistics chain.

Regarding Opinion C/2026/41, the EESC supports the extension until 30 June 2031, of reduced or exempted infrastructure or user charges for zero-emission heavy-duty vehicles, as it provides legal and investment certainty and aligns with the CO₂ performance standards under Regulation (EU) 2019/1242. The EESC

stresses the urgent need to accelerate the deployment of charging and refuelling infrastructure along the TEN-T network, warns against the risk of double taxation arising from the overlap between CO₂-based toll charges and external cost charges, and proposes a mid-term evaluation clause in December 2028.

The proposal aims to strengthen the EU regulatory framework on road safety, environmental protection and the digitalisation of vehicle documents. It aims to help meet the EU road safety targets of reducing fatalities and serious injuries by 50 % by 2030, and of there being zero fatalities and serious injuries by 2050.

The EESC notes that coordinated action is needed to bolster the training system for drivers and inspectors, and also stresses the importance of ensuring that the new rules are properly implemented by all Member States.

Regulation No 107 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction

Published on 29 January 2026, this Regulation establishes uniform provisions relating to the type-approval of buses and coaches (categories M2 and M3), whether single- or double-deck, rigid or articulated, with regard to their general construction, excluding ambulances, vehicles designed for the secure transport of detained persons, off-road vehicles, and those specifically designed for the carriage of school children.

The Regulation governs masses and dimensions, stability and static rollover limits, electrical

installations and fire safety (including fire suppression systems in the engine compartment), the minimum number and characteristics of service and emergency doors, and interior and emergency lighting.

The Regulation governs type-approval procedures, from application for approval through to approval, extension of approval, or requirements. It also specifies that an international approval mark must be affixed conspicuously and in a readily accessible place specified on the approval form. Regarding technical requirements, the Regulation establishes standards that all vehicles must meet as set forth in its annexes.

UN Regulation No. 167. Uniform provisions concerning the approval of motor vehicles with regard to their direct vision

The Regulation asks for commercial vehicles that meet certain minimum standards of direct vision, maximising the chances of a driver recognising and quickly reacting to the presence of a Vulnerable Road User (VRU), complementing the effectiveness of blind spot information systems and collision warnings.

The Regulation addresses the need to improve the safety of VRUs against collisions with large commercial vehicles that are undertaking low speed manoeuvres, such as turning or moving off from rest, the consequences of which are usually serious.

It also establishes the type-approval process for a vehicle with regard to its direct vision, the requirements for granting such approval, the test procedure, the test conditions, the vehicle conditions, and the quantification of visible volume.

UN Regulation No. 12. Uniform provisions concerning the approval of vehicles with regard to the protection of the driver against the steering mechanism in the event of impact

The Regulation establishes uniform provisions concerning the approval of motor vehicles of category M1 and vehicles of category N1 with a maximum permissible mass less than 1,500 kg with regard to the protection of the occupants against the steering mechanism in the event of a frontal collision.

The Regulation defines terms such as “vehicle type,” “steering control,” “airbag,” “passenger compartment,” and “high-voltage bus.” It also establishes the procedure to apply for approval of a vehicle type, including the required technical documentation and tests, as well as the requirements for granting or denying said approval.

Finally, the Regulation sets out guidelines on the modification and extension of the approval of the vehicle type, the conformity of production, penalties, and the various annexes detailing the procedures, testing, and approval marks.

Commission Regulation (EU) 2026/361 of 19 February 2026 amending Regulation (EU) No 582/2011 as regards the emissions type-approval of heavy-duty vehicles with on-board fuel and energy consumption monitoring devices

Regulation (EU) 2026/361 of 19 February 2026 amends Regulation (EU) No. 582/2011 to incorporate into the approval of heavy-duty vehicles, with regard to emissions, the requirements

concerning the on-board fuel and energy consumption monitoring devices (OBFCM) and the on-board mass monitoring system (OBMM), as established in Commission Implementing Regulation (EU) 2025/2161.

New dates are also set: as of 1 July 2027, new vehicles falling within the scope of Implementing Regulation (EU) 2025/2161 that do not meet the requirements will not be registered or put into service; with effect from 29 May 2029, in the case of new vehicles and engines; and with effect from 29 November 2027, for new vehicles in categories M1 and N1 falling within the scope of Regulation (EC) No 595/2009.

European Parliament legislative resolution of 8 May 2025 on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 to include an additional flexibility as regards the calculation of manufacturers’ compliance with CO₂ emission performance standards for new passenger cars and new light commercial vehicles for the calendar years 2025 to 2027

On 24 February 2026, the legislative resolution dated 8 May 2025 was published, which the European Parliament adopted at first reading, regarding the position on the proposal for a Regulation submitted by the Commission amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new passenger cars and new light commercial vehicles. This amendment seeks to introduce additional flexibility in the calculation of manufacturers’ compliance with CO₂ emission standards for new passenger cars and new light commercial vehicles between 2025 and 2027.

Regulation No 55 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of mechanical coupling components of combinations of vehicles

The Regulation lays down the requirements that motor vehicles and their trailers — intended to form a combination of vehicles — must meet in order to be regarded internationally as being mutually compatible. It defines mechanical coupling devices and components, distinguishes between standard and non-standard devices, and classifies them by type.

It describes the type-approval procedure and the information that must accompany it, the general requirements that mechanical coupling devices or components must meet, as well as international type-approval marks and the modification and extension of type-approval. Finally, it describes the procedures for verifying conformity of production and the penalties for non-conformity of production, as well as definitive discontinuance.

Directive (EU) 2026/470 of the European Parliament and of the Council of 24 February 2026 amending Directives 2006/43/EC, 2013/34/EU, (EU) 2022/2464 and (EU) 2024/1760 as regards certain corporate sustainability reporting requirements and certain corporate sustainability due diligence requirements

The purpose of this Directive is to streamline and simplify Union, national and regional rules and implement policies more effectively, whilst

maintaining the objectives of the European Green Deal. It entered into force on 18 March 2026.

Among other measures, it introduces a reduction in undertakings' sustainability reporting obligations to lessen the burden on them. The scope of the sustainability reporting obligation is restricted to companies with a net turnover exceeding 450 million euros and more than 1,000 employees. This change also affects groups and issuers, limiting the obligations to larger undertakings. Additionally, protections are introduced for undertakings in the value chain with fewer than 1,000 employees. Finally, a maximum limit of penalties of 3% of the net worldwide turnover is set.

European Court of Auditors. Special Report 05/2026: Sustainable commuting around urban areas

The European Court of Auditors' report analyses how the EU and local authorities are promoting sustainable mobility for daily commutes around urban areas. Although the European Commission has strengthened the legal framework and requires 431 cities to adopt sustainable urban mobility plans (SUMP), significant shortcomings in their design and implementation are considered to persist.

On the one hand, many SUMPs do not cover the entire functional urban area, which excludes a certain share of commuter flows, particularly from suburban areas where car use is more frequent. On the other hand, while most plans include measures to improve accessibility and reduce emissions, often they do not include measures to discourage car use, such as parking restrictions, land-use and spatial planning, or incentives for sustainable transport.



The Report also notes that the monitoring and evaluation of SUMP's are insufficient, as no national or regional authority oversees their implementation. As a result, Member States are not in a position to determine whether SUMP's will achieve their intended outcomes. The Commission has yet to define mandatory indicators and a common methodology, the application of which will not be required until 2027.

Regarding the 21 audited projects, according to the Report, all were consistent with the relevant SUMP, and the vast majority fully delivered their planned outputs. However, of the 12 projects with sufficient data for assessment, only half showed significant positive effects in addressing commuter needs, while the other half had more moderate effects due to weaknesses in project planning and implementation.

According to the Report, future improvements in sustainable urban mobility will depend largely on local action, with a need to enhance guidance, monitoring, and the measurement of outcomes to ensure the effectiveness of sustainable urban mobility plans in the EU.

Commission Implementing Regulation (EU) 2026/481 of 3 March 2026 amending Implementing Regulation (EU) 2022/1426 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of the automated driving system of fully automated vehicles

The Regulation amends Implementing Regulation (EU) 2022/1426, which regulates uniform

procedures and technical specifications for the type-approval of automated driving systems (ADS), in order to adapt the regulations to technological developments in fully automated vehicles and automated valet parking (AVP) systems.

The Regulation updates various definitions, such as "ADS feature", "operational function" and "tactical function", to align them with evolving United Nations Economic Commission for Europe (UNECE) framework and ensure harmonised interpretation at international level. Furthermore, the new Annex V introduces technical specifications for AVP, performance requirements, and compliance assessment through tests.

Directive (EU) 2026/706 of the European Parliament and of the Council of 11 March 2026 amending Directive 2014/32/EU as regards measuring systems for electric vehicle supply equipment and compressed gas dispensers, and electricity, gas and thermal energy meters

Directive (EU) 2026/706 amends Directive 2014/32/EU with the aim of ensuring that measuring instruments on the internal market satisfy the requirements with regard to providing for a high level of protection of the public interests while guaranteeing the functioning of the internal market.

Thus, the scope of Directive 2014/32/EU is expanded by incorporating Annex Va on measuring systems for electric vehicle supply equipment (MI-011) and Annex VIIa on measuring systems for compressed gas dispensers (MI-012), and by amending Annexes I, IV, V, and



VI concerning general essential requirements and meters, to bring them up to date with new technologies.

Directive (EU) 2026/706 expands the scope of measuring instruments to include, among others, measuring systems for electric vehicle supply equipment, compressed gas dispensers, and thermal energy meters also used for cooling. Member States must adopt and publish

measures transposing this Directive by 10 April 2028, and apply them from 10 October 2028; however, transitional arrangements that allow the making available on the market and putting into use of measuring instruments that have already been placed on the market in accordance with Directive 2014/32/EU before the date of application of the national measures transposing this Directive (EU) 2026/706.



CASE LAW

SPAIN

Supreme Court (Civil Division) Judgment no. 16/2026 of 14 January (Case No. 6272/2020)

The Supreme Court clarifies its legal doctrine regarding the installation of an electric vehicle charging station in an individual parking space within a communal garage, reiterating the case law set forth in Supreme Court Judgment no. 1745/2025, dated 1 December.

Supreme Court Judgment no. 16/2026, dated 14 January, determines the appeals lodged on the grounds of a breach of provisions and

procedures, respectively, by the judgment of the Bizkaia Provincial Court that had held the installation of electric vehicle charging stations in individual garage parking spaces to be illegal on the grounds that the impact on common elements precluded the application of the prior notification regime under Article 17(5) of the Commonhold Property Act (LPH), establishing that, pursuant to Article 17(5) LPH, the installation of a charging station in an individual garage parking space requires only prior notice to the commonhold association, even if the wiring runs through common parts, unless there is an unnecessary or disproportionate impact or harm to other owners. The Supreme Court confirms that prior notice was given, that the impact was minimal, and that safety was not compromised.



CONSULTATION AND PUBLIC INFORMATION

SPAIN

Prior public consultation for the drafting of the Order implementing the system to promote the decarbonization of the transport sector and the use of renewable fuels

The public consultation has been published for the period from 14 January 2026 to 13 February 2026, regarding the proposed Order, which includes targets for the decarbonization of the transport sector in line with the targets set by the ReFuelEU Aviation Regulation; and GHG emission reduction targets for maritime, rail, and road transport, for which pathways are set between 2027 and 2040.

Reducing these emissions and developing monitoring instruments aim to achieve five objectives: climate neutrality; environmental protection and pollution reduction; lower energy costs in the face of fossil fuel price volatility and

combating energy poverty; job creation and local industry ramp-up; and strengthening security of supply by reducing dependence on fossil fuel imports to achieve the Union's strategic energy autonomy.

Preliminary public consultation on the draft amendment to Royal Decree 818/2009, of 8 May, approving the General Drivers' Regulations

The prior public consultation period for the draft amendment to Royal Decree 818/2009, approving the General Drivers' Regulations, was open until 26 February 2026. The purpose of this amendment is to transpose Directive (EU) 2025/2205, which updates the harmonised Union standard driving licence framework and ensures its application throughout the national territory. The amendment to the Royal Decree is proposed due to the need to adapt the driving licence regime to technological advances and changes in mobility, thereby strengthening road safety and the sustainability of transport.

Among the objectives of the amendment are the reduction of road accidents, the improvement of driver training and education, the promotion of sustainable mobility, and the elimination of regulatory inconsistencies resulting from deadlines that have proven to be too short.

Draft Bill incorporating into Spanish law Directive (EU) 2024/1760 of the European Parliament and of the Council of 13 June 2024 on corporate sustainability due diligence

The Draft Bill aims to incorporate Directive (EU) 2024/1760 on corporate sustainability due diligence into Spanish law. The draft Bill seeks to strengthen corporate responsibility regarding the impact that their business operations may have on human rights and the environment. It will require companies to conduct due diligence with the goal of eliminating or minimising adverse impacts on human rights and the environment. The public consultation period ran until 7 April 2026.

Public consultation on the Draft TMA Order Approving the Regulatory Framework for Phase I of the Maritime Transport Decarbonization Support Programme

The Ministry of Transport and Sustainable Mobility has opened a public consultation on the draft TMA Order to approve the regulatory framework for Phase I of the Maritime Transport Decarbonization Support Programme.

The Cabinet approved the National Action Plan for the Decarbonization of Maritime Transport

(PANDTM), focused on the fleet controlled by Spanish interests. The regulation aims to reduce emissions from maritime transport by establishing regulatory frameworks aligned with IMO and EU objectives, creating a stable support framework that allows shipping companies and operators to invest in fleet renewal and the adoption of low- or zero-emission fuels.

The public consultation to gather the opinions of citizens, companies, groups, and organisations will be open for participation from 31 March to 15 April 2026.

EUROPEAN UNION

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

On 16 December 2025, the European Commission published a proposal for a Regulation amending Regulations (EC) No. 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257, as part of the omnibus package simplifying the rules governing the EU automotive industry. The main objective is to reduce unnecessary burdens and costs for businesses and authorities, without undermining the protection of the environment and the safety performance of vehicles.

The 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, aims to remove regulatory obstacles for the uptake of electric light commercial vehicles, reduce the adjustment costs related to Euro 7 emission tests, avoid market fragmentation, and accelerate the uptake of small affordable electric vehicles. The period to submit responses was from 1 February 2026 to 1 March 2026.

Proposal for a Regulation amending Regulation (EU) 2019/631. Rules on CO₂ emissions from passenger cars and vans and vehicle labelling

The proposed amendment to Regulation (EU) 2019/631, published in the Official Journal of the European Union on 24 February 2026, introduces CO₂ emission reduction targets for passenger cars and light commercial vehicles. Its purpose is to introduce greater flexibility in calculating manufacturers' compliance with these emissions standards between 2025 and 2027. In 2030, the reduction target for vans is set at 40% instead of 50%. In 2035, the targets for passenger cars and vans become 90%, instead of 100%.

From 2035 onward, manufacturers must meet their specific emissions target and, in addition, ensure that their average specific CO₂ emissions do not exceed the sum of their fuel credits and low-carbon steel credits.

Proposal for a Regulation on clean corporate vehicles

The European Commission's DG MOVE has presented a proposal for a Regulation to increase the share of zero- and low-emission ve-

hicles (ZLEV) in corporate fleets, which account for 58% of new registrations in the EU-27.

The proposal stems from the EU's goal to decarbonise road transport through measures related to vehicle supply, including CO₂ emission standards for light and heavy-duty vehicles. It also includes measures related to vehicle demand and proposes an action plan for the European automotive sector.

The Regulation will apply to light-duty vehicles (passenger cars and vans) registered by large companies, excluding heavy-duty vehicles, SMEs, and private individuals.

Furthermore, as of 1 January 2028, Member States will not provide financial support for corporate light-duty vehicles that are not ZLEV or not made in the EU. The Commission will set up a methodology for determining the criteria for a car or van to be considered "made in the EU," with the aim of ensuring full consistency with the relevant criteria of the upcoming Industrial Accelerator Act.

Draft Delegated Regulation on updates to whole-vehicle type-approval. Second package of Euro 7 implementing acts and list of alternative United Nations regulations

The draft Regulation amends Annex II of Regulation (EU) 2018/858 on the type-approval of vehicles. Its purpose is to update the requirements in line with the regulatory developments of the Euro 7 regulation for its implementation, with a focus on brake emissions and the durability of batteries integrated into vehicles. The consultation period ran from 20 March to 17 April 2026.

Proposal for a Regulation: the Industrial Accelerator Act

The proposed Regulation establishes a framework of measures for the acceleration of industrial capacity and decarbonisation in strategic sectors. One of the objectives is to ensure that by 2035 manufacturing represents at least 20% of the EU GDP, thereby strengthening economic resilience and strategic autonomy — a measure aimed at achieving the goal of climate neutrality. The proposed Regulation addresses key challenges, including supply chain vulnerabilities in strategic sectors and technologies, limited demand/no lead markets for European low-carbon industrial products, and lack of deployment at scale of industrial technologies. The response period for the proposal began on 11 March 2026 and will end on June 4, 2026.

NEWS

UN announces a global regulation to facilitate safe introduction of self-driving vehicles on public roads worldwide

The UN has presented a draft global regulation building on the Framework Document on Automated Vehicles of 2022, which identifies key principles for the safety and security of automated vehicles. It aims to meet the needs of diverse markets and foster innovation while ensuring the highest level of safety on the road. It will be submitted to UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29) for adoption at its next session (23-26 June 2026).

The proposal establishes uniform safety provisions and a harmonized methodology for validating vehicles equipped with automated driving systems (ADS). Its key features include: a safety management system (SMS), testing credibility, safety case, in-service monitoring and reporting (ISMR), and a data storage system for automated driving (DSSAD).

New UN regulation to prevent fatigue-related crashes

With its new regulations, the UN seeks to help tackle the problem of fatigue — considered a key factor in a large proportion of road crashes — by introducing a Driver Drowsiness and Attention Warning (DDAW) system that will provide warnings if the driver is identified as drowsy. The new regulation is expected to enter into force by the end of 2026 after which it will be transposed into national legislation of the Contracting Parties that voted for it.

New UN Regulation to ensure lifetime monitoring of vehicle pollution

Due to the problem of vehicle pollution in the transport sector, the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29) has adopted a new regulation with the aim of ensuring that vehicle pollution remains controlled throughout vehicles' entire life cycle through two major tools: (i) the on-board monitoring system (OBM), which consists of continuous oversight of emissions performance; and (ii) the environmental vehicle passport (EVP), a compilation of environmental information from the vehicle's type-approval process and from real-world use.

Set to enter into force by the end of 2026, the regulation aims to ensure that vehicle pollution remains controlled throughout vehicles' entire life cycle and that key environmental data remain accessible to vehicle owners.

Council Conclusions on the 2030 Consumer Agenda

The Council has adopted conclusions that provide guidance to the Commission on the implementation of the 2030 Consumer Agenda over the next five years. The Conclusions call for increased consumer protection, the promotion of sustainable consumption, improved regulatory compliance, and strengthened cooperation among stakeholders, taking into account the current geopolitical situation and technological developments.

The Council recognizes the need to address emerging issues, such as deceptive or manipulative interface designs and risks associated with products sold online. It also calls for the promotion of sustainable consumption, particularly in relation to sustainable, affordable and trusted circular offers, including second-hand, repaired, refurbished and remanufactured goods. It also seeks to improve enforcement and cooperation among Member States, emphasizing the need for more effective enforcement in consumer and product safety rules, especially in relation to widespread infringements within the EU and in e-commerce.

Finally, the Conclusions reiterate that new initiatives must be aligned with the Union's overarching objective of simplification and do not result in unnecessary administrative burden, particularly for SMEs, while maintaining a high level of consumer protection.

CEOE: Creating regulatory stability and facilitating public/private sector cooperation: market unity in the field of sustainable mobility

The Spanish Confederation of Business Organisations's (CEOE's) Sustainable Mobility Council has published a document identifying eleven areas of regulatory fragmentation that, in its view, undermine market unity regarding sustainable mobility in Spain, and proposes recommendations to move toward a harmonised regulatory framework.

Among the identified problems are fragmentation in environmental labelling systems, which hinders cross-border mobility; disparate criteria for access to Low Emission Zones (LEZs) between municipalities, creating what is known as a "border effect"; and a lack of unified digital platforms for managing permits and authorisations, which increases administrative costs and processing times for companies, especially SMEs.

It is also noted that some regions apply specific taxes, such as the Catalan CO₂ tax and corporate income tax rebates on the purchase of electric vehicles in Navarre or the Basque Country. Special attention is also given to vehicle entry restrictions in the Balearic Islands or mandatory electric vehicle quotas applicable only to non-local companies, which disproportionately affect operators depending on their location.

Likewise, reference is made to the disparity in criteria for the application of aid programmes for the purchase of electric vehicles, such as MOVES III, which makes it difficult for manufacturers to understand the differences in criteria and coordinate their commercial activities at the national level, as well as to the disparity in

criteria regarding the inclusion of operating leases in mobility aid programmes. Furthermore, the document highlights the lack of a single standard for the deployment of electric charging infrastructure, which leads to unnecessary delays in the rollout of charging stations, uncertainty, more complex installation processes depending on the region, and financial losses for operators.

The CEOE proposes more coordinated regulation to achieve “truly sustainable mobility” and “ensure that sustainable solutions can be effectively implemented,” driving decarbonization and strengthening industrial competitiveness.

As recommendations, the CEOE calls for the creation of permanent coordination committees between general governments, the harmonization of environmental labelling, the coordination of criteria for access to LEZs, fiscal cohesion, a review of restrictions in the Balearic Islands, the unification of the MOVES III programme, the inclusion of leasing in aid programmes, and a one-stop shop for charging infrastructure permits.

Environment Council held a policy debate on the amendment to the regulation on CO₂ emission standards for cars and vans

The Council held a policy debate on 17 March 2026 on the amendment to the regulation on CO₂ emission standards for cars and vans. It is proposed to amend Regulation (EU) 2019/631 as

regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling, taking into account technological and market developments, while staying the course on climate neutrality, introducing more flexibilities for manufacturers without compromising the EU’s climate objectives, enhancing technology neutrality of the CO₂ emission standards, and maintaining the contribution of the CO₂ standards towards the climate targets set in the EU Climate Law.

CNMC analyses the future Sustainable Consumption Act and proposes improvements to strengthen competition

The Spanish Markets and Competition Authority (CNMC) has analysed, through a report, the Draft Sustainable Consumption Bill, which seeks to strengthen transparency in commercial practices, ensure the accuracy of environmental claims, and protect consumers’ right to the repair of goods, thereby facilitating informed and responsible decision-making.

The CNMC notes that freedom of enterprise and the principles of good regulation — particularly those of necessity and proportionality — must be respected. It also recommends, among other things, clarifying the concept of environmental claims, establishing new disclosure requirements regarding product content to avoid uncertainty in their application, and proposes reconsidering the blanket ban on fossil fuel advertising, while evaluating alternatives such as awareness campaigns.



For any questions, please contact:

Ainara Rentería Tazo

Head of the Automotive and Sustainable Mobility Sector, Partner of Gómez-Acebo & Pombo Abogados

Tel.: (+34) 91 582 91 00

arenteria@ga-p.com

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