

Newsletter

*AUTOMOTIVE
AND SUSTAINABLE
MOBILITY*

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LEGISLATION

EUROPEAN UNION

Proposal for a Decision of the European Parliament and of the Council amending Decision (EU) 2015/1814 as regards ceasing the invalidation of allowances in the market stability reserve

On 1 April 2026, the EU proposal amending Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve (MSR) for the Union greenhouse gas emission trading scheme (EU ETS) was published. This reserve was created to maintain a balance between the supply and demand for emission allowances and to prevent imbalances in the carbon market. The legislation provided for the automatic invalidation of emission allowances exceeding a certain threshold from 2023 onwards, with the aim of reducing the accumulated surplus. The Commission considers that this objective has now been achieved, and is

therefore proposing to end the invalidation of emission allowances in the MSR, with a view to creating a 'liquidity buffer' for managing future market tightness from the mid-2030s and beyond, whilst also contributing to the emission reduction target for 2030 and the climate neutrality objective for 2050.

Amendments adopted by the European Parliament on the Proposal for a Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles

The EU Proposal for a Regulation of 9 April 2026, addresses circularity requirements for vehicle design and on management of end-of-life vehicles, in line with the European Green Deal strategy. Its objective is to reduce the emissions of greenhouse gases from the automotive sector linked to the use phase of vehicles. In terms of its scope, it would apply to passenger cars and light commercial vehicles, although it extends

to other vehicles (such as those in category L), with some exclusions, such as vehicles designed and constructed or adapted for use by the armed services only or vehicles of historical interest. This proposal has been subject to amendments by the European Parliament, amendments which focus on aspects such as vehicle design, the use of recycled materials, manufacturer responsibility, the end-of-life treatment of vehicles, and the export of used vehicles.

UN Regulations Nos. 13 and 13-H. Uniform provisions concerning the approval of vehicles of categories M, N and O and of passenger cars with regard to braking

On 13 April 2026, UN Regulations Nos. 13 and 13-H were published, establishing uniform provisions for the type approval of vehicles of categories M, N, and O, as well as of passenger cars, with regard to braking. Regulation No. 13 applies to vehicles of categories M, N, and O, excluding, among others, vehicles with a maximum design speed not exceeding 25 km/h, and regulates the technical requirements, tests, type-approval procedures and control of the conformity of production to ensure braking safety. Regulation No. 13-H, for its part, establishes uniform provisions for the type approval of passenger cars of categories M1 and N1 with regard to braking, also excluding vehicles with a maximum design speed not exceeding 25 km/h or those fitted for invalid drivers. Its objective is to ensure that all type-approved vehicles are equipped with braking systems that make it possible to control the movement of the vehicle and to halt it safely, speedily and effectively.

Report from the Commission to the European Parliament and the Council on the implementation of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

The report, dated 21 April 2026, presents progress in the implementation of Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport sector and for interfaces with other modes of transport. It also introduces new requirements on cooperative ITS (C-ITS) security, interim measures for emergency situations, mandatory cooperation between Member States and with stakeholders, the availability of data and deployment of services.

Changes have been made to the specifications adopted under the ITS Directive, such as: a) the provision of EU-wide multimodal travel information services; b) the provision of EU-wide real-time traffic information services; c) data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users; and d) the harmonized provision for an interoperable EU-wide eCall. The working programme 2024—2028 details the scope and timeline of activities the Commission intends to undertake to further implement Directive 2010/40/EU and includes tasks such as adopting measures, preparing reports, reviewing the Directive, and developing new initiatives and preparatory work in various areas.

The report notes that significant progress has been made in implementing the Directive, but

also that continued effort will be needed to implement the new requirements, in particular related to the mandatory availability and deployment of crucial data and services, as well as cooperation between Member States.

UN Regulation No. 145. Uniform provisions concerning the approval of vehicles with regard to ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions

UN Regulation No. 145 was published on 24 April 2026, and regulates the type approval of vehicles with regard to anchorage systems intended for child restraint systems (specifically ISOFIX anchorages, top and lower ISOFIX anchorages, and i-Size seating positions). It applies primarily to vehicles of category M1 with regard to ISOFIX anchorage systems, and also to vehicles of any category with regard to their i-Size seating positions, if any are defined by the vehicle manufacturer, ensuring that child restraint systems are compatible, strong and properly installed through technical requirements, tests, and type-approval and production control procedures.

UN Regulation No. 94. Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision

UN Regulation No. 94, published in the Official Journal of the European Union on 22 May 2026, establishes the requirements for the type approval of vehicles with regard to the protection of their occupants in frontal collisions. It

applies to passenger cars and light commercial vehicles (categories M1 and N1) within specified weight limits. The regulation defines concepts such as protective system, passenger compartment, airbag, and high voltage, and establishes the type-approval procedure that manufacturers must apply for by providing detailed information about the vehicle; the model must pass specific tests and bear an international approval mark.

UN Regulation No. 83. Uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements

Published in the Official Journal of the European Union on 29 May 2026, UN Regulation No. 83 regulates the type approval of vehicles with regard to engine pollutant emissions, with the aim of reducing the environmental impact of traffic. It applies primarily to light vehicles (categories M1 and N1) and establishes requirements for exhaust emissions and other pollutants, including evaporative emissions, crankcase emissions, and even brake emissions.

Commission Delegated Regulation (EU) 2026/699 of 23 March 2026 amending Regulation (EU) 2018/858 of the European Parliament and of the Council as regards the standardised access to vehicle on-board diagnostics information and repair and maintenance information, and the requirements and procedures for secure access to on-board diagnostic information



On 3 June 2026, Commission Delegated Regulation (EU) 2026/699 was published in the Official Journal of the European Union, amending Regulation (EU) 2018/858 to update the rules on access to On-Board Diagnostics (OBD) information and access to vehicle repair and maintenance information. Its objective is to ensure that independent operators continue to have unrestricted, standardised and non-discriminatory access to this information, while protecting vehicles against potential cyberattacks. Thus, depending on the type of access requested, manufacturers may require authentication of the diagnostic tool and the operator, ensure the traceability of access, and, in specific cases, require a connection to the vehicle manufacturer's server. Among the main changes is an update to the catalogue of information to be made available by vehicle manufacturers.

UN Regulation No. 154. Uniform provisions concerning the approval of light duty passenger and commercial vehicles with regards to criteria emissions, emissions of carbon dioxide and fuel consumption and/or the measurement of electric energy consumption and electric range (WLTP)

On 26 June 2026, UN Regulation No. 154 was published, establishing type-approval standards for passenger cars and light commercial vehicles with regards to criteria emissions, CO₂ emissions, fuel consumption and the measurement of electric energy consumption and electric range, in accordance with the Worldwide Harmonized Light Vehicles Test Procedure. Its objective is to establish the criteria for the evaluation and type approval of internal combustion, hybrid, electric, and fuel-cell vehicles in order to control their emissions.

SPAIN

Decision GOV/74/2026 of the Government of Catalonia approving the 2026—2030 Bicycle Action Plan

The Decision, published on 2 April 2026, approves the 2026—2030 Bicycle Action Plan within the framework of the Catalan Bicycle Strategy, with the goal of promoting more sustainable, decarbonized and healthy mobility. The program includes measures such as the construction of bike lanes for everyday travel, the development of cycling tourism routes, and improved promotion of bicycling in public transportation through secure parking facilities and other promotional initiatives—all aimed at enhancing quality of life without compromising the resources of future generations.

Final approval of the Barcelona experimental areas Ordinance

On 14 April 2026, the Barcelona experimental areas Ordinance was published, having been approved by the Plenary Session of the Barcelona City Council.

Applicable to physical and natural persons, whether public or private, that carry out or collaborate on projects within the framework of Barcelona's experimental areas and that affect municipal property and powers — such as private enterprises or startups — the ordinance defines experimentation areas as clearly delineated environments where it is possible to carry out projects and test innovative solutions under real-world conditions and under controlled circumstances. This ordinance establishes a legal



framework for the Barcelona City Council to ensure and oversee testing within the city. Among its objectives are innovation, the City Council's participation as a proactive agent, and the legal framework — regulating who may participate, to which initiatives it applies, the guiding principles governing experimentation areas (such as the principle of responsible innovation), how to access experimentation areas, and how to monitor the trials. Furthermore, the ordinance provides that the regulatory agreement for each project may require the purchase of liability insurance as a guarantee against potential damage or breaches, while also assigning liability exclusively to the project sponsor for any damage arising from the project's implementation. Innovation projects eligible for the experimentation area may address topics such as mobility and transportation, the environment and sustainability, digital transformation, or the modernisation of the public sector, among others.

Decision of 17 April 2026 of the Directorate-General for the Promotion of Innovation making the draft “Andalusia Smart Region Action Plan 2026—2030” (ARI2030) subject to public consultation

The 17 April 2026 Decision of the Regional Government of Andalusia makes the draft “Andalusia Smart Region Action Plan 2026—2030” (ARI2030) — prepared by the Directorate-General for the Promotion of Innovation —subject to public consultation, in order to gather input from the public for a period of fifteen business days following its publication. The ARI2030 Plan constitutes the Regional Government of Andalusia's strategy to promote a “smart region” through digitisation and the use of data, with the aim of improving public services and

citizens' quality of life. The plan is structured around three main lines of action: the allocation of resources for projects, data governance, and the development of a smart ecosystem. It also incorporates specific measures, funding, and a governance system based on monitoring through indicators, with the aim of ensuring its effective implementation through 2030, including smart and sustainable mobility among its priorities.

Decision of 12 May 2026 of the State Secretary for Energy establishing the national average values for life-cycle greenhouse gas emissions intensity in relation to the electricity consumed by motorcycles and electric vehicles

The 12 May 2026 Decision of the Ministry for Ecological Transition, which entered into force on 21 May 2026, establishes the national average value for greenhouse gas emissions related to the electricity used by motorcycles and electric vehicles. This Decision establishes an average value of 80 Gco2eq/MJ, which obligated parties must use when reporting greenhouse gas emissions.

Decision GOV/142/2026 approving the Plan for the promotion, creation and deployment of sandboxes by the Government of Catalonia

Through this Decision dated 16 June 2026, and with the aim of promoting innovation, economic activity and competitiveness, the plan to promote the creation and development of sandboxes — supervised environments that

allow for temporary experimentation with new technologies, products, services, or innovative processes under real-world conditions and with safety guarantees — is approved. The Plan assigns to the promoting entity full responsibility for the management and monitoring of each sandbox, as well as for liaising with participating entities and potentially affected third parties. It also requires justifying the existence of an obstacle, uncertainty, or need for regulatory adaptation; defining the scope of the project; and establishing monitoring mechanisms, indicators, periodic reporting obligations, and systems for evaluating results — aspects that must be articulated primarily through the agreement establishing each sandbox.

Royal Decree 518/2026, of 24 June, amending the General Traffic Regulations, approved by Royal Decree 1428/2003, of 21 November, regarding the protection of vulnerable road users

Royal Decree 518/2026, of 24 June, amends the General Traffic Regulations to strengthen the protection of vulnerable road users and adapt traffic regulations to the urban environment. Among the main changes aimed at increasing the safety of road users, and in line with the 2030 Road Safety Strategy and the EU Road Safety Policy Framework 2021–2030, include the mandatory use of helmets for users of personal mobility devices, gloves and closed-toe footwear for motorcyclists and moped riders, and new protective measures for cyclists when being passed, among others. With regard to urban mobility, the law regulates pedestrian traffic in cities, the parking of motorhomes, and the incorporation of rules concerning bicycles, pedestrian zones, personal mobility devices,

residential priority areas, and school routes. It will come into force on 1 October 2026.

Order PJC/654/2026, of 29 June, publishing the Decision of the Cabinet of 29 June 2026, approving the second extension of the RED Mechanism for Employment Flexibility and Stabilisation for the motor vehicle manufacturing sector

Order PJC/654/2026, of 29 June, publishes the decision approving the second extension of the RED Mechanism for Employment Flexibility and Stabilisation for the motor vehicle manufacturing sector, maintaining its validity from 1 July through 31 December 2026. Companies that meet certain requirements may apply for temporary reductions in working hours and temporary suspensions of employment contracts. In addition, companies that implement the Mechanism must commit to not carrying out layoffs related to these measures during the two years following their conclusion and must submit training and retraining plans for their workers.

SUSTAINABLE MOBILITY PLANS

Madrid Sustainable Mobility Ordinance amending the Sustainable Mobility Ordinance, of 5 October 2018, regarding specially protected low-emission zones and the Regulated Parking Service

On 6 April, the Madrid City Council published Ordinance 2/2026, of 24 March, amending the Sustainable Mobility Ordinance of 5 October 2018, to strengthen the protection of public health and air quality by consolidating the regulations governing Low-Emission Zones (ZBE) and Special Protection Low-Emission Zones (ZBEDEP), as well as updating the Regulated Parking Service (SER). The new Ordinance maintains and strengthens access and traffic restrictions on the most polluting vehicles, reestablishes and updates the regulations for the ZBEDEPs in the Central District and Plaza Elíptica, while also adapting the system of traffic restrictions based on vehicles' environmental classification and establishing a special protection scheme in the city's most polluted areas.

Furthermore, the ordinance expands and makes the SER regulation more flexible, allowing for extended operating hours and expanded coverage in areas with high parking demand, while also incorporating environmental criteria through pricing systems linked to pollution levels and reinforcing parking priority for residents. The reform also introduces measures to streamline administrative procedures, improves protection for people with reduced mobility by guaranteeing their right to travel throughout all of the city's low-emission zones, promotes the digitisation of access control and parking systems, and aligns municipal regulations with the most recent national and European legislation on sustainable mobility, air quality and climate change.

2025—2030 Metropolitan Urban Mobility Plan for the Barcelona Metropolitan Area

The proposed 2025—2030 Barcelona Metropolitan Urban Mobility Plan, approved on 28 April 2026 by the Metropolitan Council of the Barcelona Metropolitan Area, sets out objectives such as reducing emissions, accidents, and pollution, and promoting the use of public transportation and active mobility. The plan consists of 58 measures organized into six pillars (governance, urban model, safe and healthy spaces and streets, public transportation, digitalisation, and behavioural change), aims to minimize the negative effects of mobility on public health, reduce environmental impacts and mobility's contribution to climate change, improve the efficiency of the transportation system to ensure economic and social progress, and promote a fair metropolitan mobility system that guarantees access to public transportation and fosters social cohesion. The proposal will be subject to a 45-day public consultation period so that individuals and organizations can submit comments and suggestions. In addition, reports are being requested from the 36 metropolitan municipalities, the Directorate-General for Environmental Policies and the Natural Environment of the Department of Territory, Housing, and Ecological Transition of the Government of Catalonia, and the Metropolitan Transportation Authority.



CASE LAW

SPAIN

Judgment no. 126/2026, of 2 March, of the Provincial Court of Madrid

The Provincial Court of Madrid rules on an appeal in a case involving a claim for payment between two companies regarding a contract for the supply of automobile parts.

The claimant requested that the defendant supply various replacement parts for a Mercedes vehicle owned by the former; the parts supplied were not compatible with the Mercedes vehicle model, a fact the claimant discovered during installation. The Provincial Court confirms that the parts delivered did not match what was requested nor were they suitable for their intended purpose; therefore, liability rests with the seller, who was required to verify the product's compatibility. This is a case of *aliud pro alio* (delivery of an item different from that agreed upon in the contract), which constitutes

a fundamental breach of contract, and not a latent defect, thereby rejecting the argument regarding the lapsing of Article 336 of the Code of Commerce. Finally, the Provincial Court rejects the statutory appeal and upholds the order to pay the claimed amount, with costs imposed on the appellant.

Judgment no. 130/2026, of 9 March, of the First Chamber of the Provincial Court of Barcelona

The Provincial Court of Barcelona ruled on an appeal lodged by the claimant regarding a contract for the provision of logistics services. In 2017, the parties signed a contract with an expected duration of more than one year, including a clause providing for compensation for engineering hours if the contract were to terminate early. The defendant terminated the contract early in 2018, and the claimant claimed 56,662.50 euros for engineering hours spent on the project. The Court of First Instance dismissed the claim, ruling that the con-

tract was provisional and that the clause was not a penalty clause; however, the Provincial Court of Barcelona has now allowed the appeal and overturned the ruling, finding that

the contract was indeed in effect when it was terminated and that the claimant substantiated the engineering hours and the work performed.



PUBLIC CONSULTATION

EUROPEAN UNION

Public consultation on the Draft implementing regulation on real-world fuel consumption and gross vehicle mass of heavy-duty vehicles

The draft implementing regulation on real-world fuel consumption and gross vehicle mass of heavy-duty vehicles has been submitted for public consultation so that interested parties may submit comments on the matter. This draft responds to Article 12(4) of Regulation (EU) 2019/1242 on emission performance standards for new heavy-duty vehicles, which requires the Commission to establish the detailed procedure for collecting data on CO₂ and fuel or energy consumption of heavy-duty vehicles under real-world conditions, as well as on total mass, using on-board fuel and electric energy consumption monitoring devices. The deadline for submitting comments was from 17 April to 15 May 2026.

Revised European sustainability reporting standards

The initiative for which the European Commission opened a consultation period from 6 May 2026 to 3 June 2026, is a draft Commission Delegated Regulation amending Delegated Regulation (EU) 2023/2772 on the European Sustainability Reporting Standards (ESRS). Its main objective is to simplify the sustainability disclosure requirements that companies must comply with, taking into account the amendments introduced by the “Omnibus I” simplification package. This package substantially reduces corporate sustainability disclosure requirements by limiting the scope of the Corporate Sustainability Reporting Directive (CSRD) to larger companies, simplifying the ESRS, eliminating the requirement to adopt sector-specific standards, maintaining limited assurance, and preventing reporting obligations from being disproportionately shifted to smaller companies in the value chain.

Particulate emissions from brakes and durability of integrated batteries in M1

and N1 vehicles: methods, tests and administrative requirements for type approval

The European Commission opened a consultation period from 27 May to 24 June 2026, for the draft Commission Implementing Regulation intended to implement the Euro 7 Regulation, establishing rules, procedures and administrative obligations to control particulate emissions from the brakes of passenger cars and vans in categories M1 and N1. Its main objective is to establish the technical requirements necessary for the type approval of braking systems with regard to emissions, requiring manufacturers to demonstrate that braking systems meet certain requirements and undergo specific tests.

Draft Royal Decree regulating accessible labeling of consumer products

The purpose of the draft is to ensure that people with disabilities, especially those with visual impairments, can independently access essential information about everyday goods and products. To this end, it requires retail establishments larger than 1,000 m² to provide Braille labels with basic product information upon consumer request. It also promotes the use of accessible technologies, such as QR codes, and establishes a system of penalties.

SPAIN

Sustainable mobility act.
Public consultations

Integrated Mobility Data Space (EDIM), Sandbox Management Office, Sustainable Mobility Guidance Document (DOMOS), Territorial Forum on Sustainable Mobility, and Higher Council for Sustainable Mobility

- [Public Consultation on the Strategy for the Integrated Mobility Data Space \(EDIM\)](#)

The public consultation on the development of the Integrated Mobility Data Space (EDIM) Strategy, spearheaded by the Ministry of Transportation and Sustainable Mobility, has been published. The goal is to create a national reference platform for the exchange of mobility data on people and goods, as provided for in the recent Law on Sustainable Mobility. The project seeks to foster a smarter, more interoperable mobility ecosystem based on the secure use of data. The deadline for submitting comments was 27 April 2026, for those interested in contributing to the design of Spain's future single reference platform for mobility data.

- [Public Consultation on the Draft Order regulating the Sandbox Management Office, as provided for in Chapter I of Title V of the Sustainable Mobility Act 9/2025 of 3 December 3](#)

Likewise, the public consultation period has opened to regulate the Sandbox Management Office, aimed at regulatory innovation in the field of transportation and mobility and provided for in the Sustainable Mobility Act 9/2025. The objective is to establish its operations, responsibilities, and legal framework, which are necessary for its implementation. The public consultation period ran from 16 April to 3 May 2026.

- [Public Consultation on the Draft Order establishing the Technical Committee for the preparation of the preliminary draft of the Sustainable Mobility Guidelines Document \(DOMOS\), as provided for in Article 15\(2\) of the Sustainable Mobility Act 9/2025 of 3 December](#)

Regarding the draft ministerial order to establish a Technical Committee responsible for drafting the preliminary draft of the Sustainable Mobility Guidelines Document (DOMOS), as provided for in the Sustainable Mobility Act 9/2025, the public consultation period was open from 16 April through 3 May 2026. The DOMOS will serve as a framework for the sustainable planning and management of mobility and transportation, based on cooperation among all public authorities.

- [Public consultation on the Draft Royal Decree establishing the composition and functions of the Territorial Forum on Sustainable Mobility](#)

From 25 May 25 to 3 June 2026, a public consultation period was held regarding the draft Royal Decree on the composition and functions of the Territorial Forum on Sustainable Mobility, the highest advisory body on mobility and transportation attached to the Ministry of Transportation and Sustainable Mobility, in accordance with the recent Sustainable Mobility Act. The Council serves as an institutional channel for advice, consultation, and debate, ensuring the participation of public administrations, business and labor organizations, consumer associations, universities, research centres, and organisations in the disability sector.

- [Public consultation period on the Draft Royal Decree regulating the Higher Council for Sustainable Mobility](#)

Lastly, the period from 25 May to 3 June 2026 also marked the public consultation period regarding the draft Royal Decree regulating the Higher Council for Sustainable Mobility — an instrument for cooperation between the Central General Government, the autonomous regions and cities, and local entities on matters of transportation and mobility, created by the recent Sustainable Mobility Act. Its purpose is to establish an effective and coherent framework for cooperation among all competent general governments.

Draft amendment to Royal Decree 244/2016 to transpose Directive (EU) 2026/706, which updates Directive 2014/32/EU as regards measuring systems for electric vehicle supply equipment and compressed gas dispensers, and electricity, gas and thermal energy meters

The public consultation period was open from 23 April 2026 through 14 May 2026, for the draft amendment to Royal Decree 244/2016 to transpose Directive (EU) 2026/706, which updates Directive 2014/32/EU as regards measuring systems for electric vehicle supply equipment and compressed gas dispensers, and electricity, gas and thermal energy meters. Its main objective is to transpose this directive into Spanish law, incorporating its new requirements.

Likewise, during the same public consultation period, the draft amendment to Order ICT/155/2020 was published to bring it into line with the amendment to Royal Decree 244/2016 transposing Directive (EU) 2026/706, with the aim of adopting an Order that aligns the requirements established in national legislation regarding measurement systems for electric

vehicle charging equipment and compressed gas dispensers, as well as electricity, gas, and thermal energy meters, with the requirements set out in Directive (EU) 2026/706 of the European Parliament and of the Council of 11 March 2026 amending Directive 2014/32/EU.

Navarre. Draft Regional Decree approving the regulations governing sustainable mobility plans and sustainable transportation plans for companies and institutions

Between 1 and 30 April 2026, the public consultation period was open for the draft Regional Decree approving the regulations governing the preparation, content, processing and monitoring of sustainable mobility plans and sustainable transportation plans for companies and institutions in Navarra, in accordance with Regional Act 4/2022. Its purpose is to reduce emissions and promote more sustainable mobility through coordinated planning in both the public and private sectors.

Draft Royal Decree establishing the methodology for calculating the environmental score of vehicles

A preliminary public consultation was held from 14 May 2026 through 2 June 2026, regarding a future Royal Decree that will establish a methodology for calculating an environmental score for vehicles, based on their full life-cycle carbon footprint. The initiative aims to contribute to the decarbonisation of Spain's vehicle fleet and economy, safeguard the competitiveness of the automotive industry, protect consumers, and reduce indirect emissions associated with vehicle manufacturing in third countries.

Preliminary public consultation on the Draft Bill amending the revised version of the Traffic, Motor Vehicle Use and Road Safety Act, approved by Royal Legislative Decree 6/2015 of 30 October, regarding the use and registration of fully automated vehicles

The preliminary draft aims to adapt traffic regulations to the arrival of fully automated vehicles. The reform seeks to capitalise on the benefits provided by these vehicles and the services they offer, protect citizens and road safety, and enable Spain to establish itself as an attractive location for the development of new technologies and services. The public consultation was open from 8 to 23 June 2026.

Public consultation on the Draft Royal Decree on batteries and battery waste management

The draft Royal Decree on batteries aims to align Spanish legislation with Regulation (EU) 2023/1542, governing the life cycle of batteries, from their placement on the market to the management of their waste. The regulation seeks to promote a circular economy through measures such as the reuse of batteries. It also aims to reduce the environmental impact of these products, encourage the recovery of raw materials, and ensure more efficient and sustainable waste management. The deadline for participation is between 30 June and 3 September 2026.

Draft Bill transposing Directive (EU) 2025/2647 of the European Parliament and of the Council, amending Directive 2013/11/EU on alternative dispute resolution for consumer disputes

The purpose of the Draft Bill is to transpose Directive (EU) 2025/2647, which amends Directive 2013/11/EU on alternative dispute resolution for consumer disputes, as well as Directives (EU) 2015/2302, (EU) 2019/2161, and (EU) 2020/1828, following the discontinuation of the European Online Dispute Resolution platform, as the current regulatory framework for alternative dispute resolution in consumer matters was deemed to have structural deficiencies. This piece of legislation would protect consumers in the digital environment and allow merchants to participate in alternative dispute resolution procedures, addressing the objective need to modernize the Spanish regulatory framework for alternative dispute resolution in consumer matters. The deadline for participating in the public consultation was 7 July 2026.

NEWS

The Ministry of Transport facilitates the development of sustainable commuting plans with key considerations and guidelines

On 23 April 2026, the Ministry of Transportation presented a report from the Observatory on Transportation and Logistics in Spain to help companies develop Sustainable Commuting Plans. Under the Sustainable Mobility Act, these plans must be finalised by 31 December 2026, by companies with more than 200 employees or by those with more than 100 employees per shift. The report analyses commuting patterns — which are predominantly carried out by private vehicle — and proposes measures for each company to implement, such as teleworking, flexible schedules, and public trans-

portation. These plans aim to reduce environmental impacts and improve workers' quality of life.

UNECE and its partners are promoting transport connectivity between Europe and Asia

The United Nations Economic Commission for Europe (UNECE) and several countries are promoting transport connectivity between Europe and Asia through strategic corridors such as the Trans-Caspian and the Almaty-Tehran-Istanbul corridors, which have experienced significant growth in freight traffic. To improve the efficiency of border crossings and strengthen the resilience, sustainability, and environmental performance of the corridors, a Coordination Committee has been established to promote the harmonization of processes, the use of digital tools such as eTIR and eCMR, and the development of an interoperable ecosystem.

European Council: overcapacity in the steel sector

The Council has adopted a new regulation to protect its steel market from the negative effects of global excess steel production capacity. The Regulation, which entered into force on 1 July 2026, replaces the current safeguard system and introduces a revised tariff quota system aimed at reducing the negative trade effects caused by global structural overcapacity. The goal is to ensure fair competition, support the European steel industry, and maintain the EU's economic security, given that global overcapacity could reach 721 million metric tons by 2027.

Council gives green light to rules for a more circular automotive sector

The Council of the European Union has adopted the Regulation on circularity requirements for vehicle design and end-of-life management, amending Regulations (EU) 2018/858 and (EU) 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC to promote a more circular automotive sector by establishing requirements for the management of vehicles throughout their entire life cycle. The Regulation requires that a significant portion of the plastics used in the manufacture of new vehicles must come from recycling and holds manufacturers responsible for the management of vehicles at the end of their useful life; furthermore, it will apply in full to passenger cars and light commercial vans.

Environment Council: discussion on progress in amending the regulation on CO₂ emission standards for cars and vans

At the EU Environment Council meeting held on 25 June 2026, ministers discussed the reform of CO₂ emission standards for cars and vans, including emission reduction targets and support for the automotive sector's transition. The proposed revision of CO₂ emission standards for new cars and vans is part of the automotive package, which also includes a proposal on clean corporate vehicles and aims to simplify automotive legislation.



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