

20 Oct 2025

To: Ministers for Transport, Environment and Climate in EU Member States, Commissioners of the European Union, Members of the European Parliament

Subject: The intention to accept lower US vehicle standards risks increasing deaths and pollution on EU roads

Dear Ministers, Commissioners, and Members of the European Parliament,

We write to express grave concerns about the **EU–US Joint Statement on trade** of August 21, 2025, indicating an intention to accept lower US vehicle standards. Such a move would undermine the EU's global leadership in road safety, public health, climate policy and industrial competitiveness. We urge you to oppose this clause and reaffirm that vehicles sold in Europe must continue to meet EU standards.

Road Safety

The joint statement puts European lives on the line. EU vehicle safety regulations have supported a **36% reduction** in European road deaths since 2010. By contrast, road deaths in the US have **increased 30%** over the same period, with pedestrian deaths up by 80% and cyclist deaths 50% higher.

The consequences of such a move for European road safety would be profound. Europe's mandatory requirements for life-saving technologies - such as pedestrian protection, automated emergency braking, and lane-keeping assistance - demonstrably reduce deaths and injuries. These technologies are not currently guaranteed under US regulations, and opening the EU market to vehicles certified under US standards would weaken the protections that save lives in Europe.

Furthermore, accepting lower US vehicle standards would likely allow a surge of oversized, US pick-ups and SUVs onto European roads. These vehicles, which are significantly heavier and more aggressive in collisions, present **higher risks** to pedestrians, cyclists, and drivers of European-market cars. The presence of such excessively-sized vehicles is incompatible with the EU's commitment to reducing deaths among vulnerable road users.

US vehicle standards do not even require compliance with some of the most basic pedestrian protection requirements which have long been in place in the EU, such as deformation zones in the front of vehicles to reduce crash severity, nor do they prohibit sharp edges (such as those present on Cybertrucks, for example).

Air pollution and public health

The EU is applying limits to brake and tyre wear from 2026 onwards, while the US **moves to weaken** air pollution rules for vehicles. Accepting weaker US standards would increase

European exposure to pollutants linked to asthma, cancer and numerous cardiovascular and neurological conditions.

Climate standards

On 29 July 2025 the US [proposed abolishing](#) all vehicle climate standards. If finalised, manufacturers would face no obligations to measure, report or control GHG emissions. Accepting non-existent US climate standards would be indefensible.

Jobs and competitiveness

Major EU brands such as BMW, Mercedes and Stellantis already build large numbers of vehicles in the US. Accepting lower US vehicle standards would accelerate this trend, as companies shift production to avoid EU rules and re-import vehicles under weaker US standards. This risks large-scale job losses not only among carmakers but across Europe's supply chain.

Regulatory integrity

The EU relies on type-approval by public authorities, while the US allows manufacturers to self-certify. These are fundamentally different systems. For the EU to accept US vehicles self-certified to a lower standard would also leave accountability up in the air and weaken enforcement, undermining public trust.

Global Technical Regulations (GTRs) provide the established framework for developing common vehicle standards. The US has shown interest in using GTRs to align on specific issues, particularly in the field of automated vehicles, and the EU is already committed to their implementation. The GTR framework is the established, effective and reliable pathway to develop common standards.

To ensure the robustness of EU approval procedures, the European Commission is [already working](#) to tighten Individual Vehicle Approval (IVA), which is being abused to put thousands of oversized US pick-up trucks on EU streets without complying with core EU safety, air pollution and climate standards. This loophole must be closed swiftly and EU policymakers need to support and reinforce IVA reform. By contrast, to instead accept lower US vehicle standards across the board (i.e. as a substitute for whole series type approval) would open the floodgates to US pick-ups and other so-called 'light trucks' entering the EU car market.

Europe built its reputation on pioneering robust vehicle standards. To accept lower US vehicle standards would undo decades of EU progress. We respectfully urge you to:

1. Oppose the intention to accept lower US vehicle standards in the EU–US Joint Statement.
2. Reaffirm publicly that EU vehicle standards are non-negotiable, and that the EU will continue to protect vulnerable road users.
3. Insist that all vehicles sold in Europe meet EU standards in full, and that work to reform Individual Vehicle Approval be continued.

Yours sincerely,

ACE Auto Club Europa	Sven-Peter Rudolph, CEO
AirClim	Ebba Malmqvist, Senior air quality expert
Allgemeiner Deutscher Fahrrad-Club e.V. (ADFC)	Dr. Caroline Lodemann, CEO
City of Amsterdam	Melanie van der Horst, Deputy Mayor
ANEC	Stephen Russell, Director General
Avello	Laurence Lewalle, Directrice
Bond Beter Leefmilieu	Danny Jacob, CEO
Brussels-Capital Region	Elke Van den Brandt, Minister for Mobility, Public Works and Road Safety
BRAL (Brussels)	Tim Cassiers, mobility expert
BYCS	Maud de Vries, CEO
Canopea (Belgium)	Pauline Modrie, General Director
CIPRA Slovenia	Špela Berlot Veselko, Coordinator of Coalition for Sustainable Transport Policies
Cittadini per l'aria	Anna Gerometta, President
Clean Air Action Group, Hungary / Levegő Munkacsoport	András Lukács, President
Clean Cities Campaign	Barbara Stoll, Senior Director
Comitato Torino Respira Italy	Roberto Mezzalama, President
CONBICI	Cristina Llorente Pipaón, President (General Coordinator)
Cyclists and Pedestrians Alliance (Slovenia)	Josip Rotar, President
Cyklistforbundet - Danish Cyclists' Federation	Kenneth Øhrberg Krag, CEO
Cyklokoalícia	Dan Kollár, President

Dutch Cycling Embassy	Skadi Tirpak, Managing Director
EBMA – European Bicycle Manufacturers Association	Marcel Reekers, Secretary General
ECODES	Mario Rodriguez Vargas, Director of Public Policies
Environment and Health Initiative, ISGlobal	Mark Nieuwenhuijsen, Director Urban Planning
ETSC - European Transport Safety Council	Antonio Avenoso, Executive Director,
ETSC Road Safety Performance Index programme	Henk Stipdonk, Co-Chair
Euro NCAP	Michiel van Ratingen, Secretary General
European Cyclists' Federation (ECF)	Laurianne Krid, CEO
European Federation of Road Traffic Victims (FEVR)	Robert Štaba, President
Fédération française des Usagers de la Bicyclette FUB	Celine Scornavacca, co-president
Federazione Italiana Ambiente e Bicyclette FIAB	Luigi Menna, President
Fietsberaad Vlaanderen	Wout Baert, Program manager
Fietzersbond (BE)	Inge Smolders, Director
Fietzersbond (NL)	Esther van Garderen, CEO
Finnish Road Safety Council	Pasi Anteroinen, Managing Director - Liikenneturva
Focus Association for Sustainable Development	Živa Kavka Gobbo, Chairperson
La Fondation pour la Nature et l'Homme / Foundation for Nature and Mankind	Thomas Uthayakumar, Directeur des Programmes et du Plaidoyer (Director of Programmes and Advocacy)
German Road Safety Council (DVR)	Manfred Wirsch, President

Genitori Antismog	Simone Pantalei, President
Germanwatch	Christoph Bals, Chief Policy Officer
Global NCAP	Richard Woods, CEO
Heroes for Zero, Brussels	Bertrand Heymans & Kadri Soova, Co-Presidents
Hungarian Cycling Club	Gábor Kürti, President
Institute for Spatial Policies (IPoP), Slovenia	Marko Peterlin, Director, IPoP
International Federation of Pedestrians	Geert van Waeg, President
ISDE Italy	Francesco Romizi, Public Affairs & Communication Manager
L'Heureux Cyclage	Pierre-Eric Letellier, Advocacy and policy
Les Chercheurs d'Air	Pierre Dornier, Director
Lithuanian Cyclist's Community	Paulius Bakutis, Chairman
LIVE + BREATHE	Ssega Kiwanuka, Founder
Ljubljana Cyclists' Network	Lea Rikato Ružić, Chair
Maribor Cycling Network (Slovenia)	Žiga Ozvaldič, President
Mestni Center Mobilnosti (Slovenia)	Janez Stariha, Coordinator
MUBi - Associação pela Mobilidade Urbana em Bicicleta	Vera Diogo, President of the Board
Naturvernforbundet / Friends of the Earth Norway	Truls Gulowsen, Chairman
Norwegian Motorists Association	Anders S Havdal, Secretary General, MA
One Planet Port	Lucy Gilliam, Co-Executive Director
OPU Collective, Cyprus	Iacovos Loizou, Co-Founder
City of Paris	David Belliard, Deputy Mayor of Paris in charge of public space, transport and mobility
Parliamentary Advisory Council for Transport Safety UK	Jamie Hassall, Executive Director

POLIS	Karen Vancluysen, Secretary-General
Polish Ecological Club - Mazovian Branch	Zbigniew Karaczun, President of the Board
Prostorozh	Zala Velkavrh, Vice-President
Portuguese Road Safety Association	Alain Areal, President
ProVelo (Lux)	Monique Goldschmit, President
Public Transport Promotion (PTP), Catalonia	Adrià Ramirez Papell, President, Associació per a la Promoció del Transport Públic - PTP
Pyöräliitto Finnish Cyclists' Federation	Hemmo Rättyä, Executive director
Radlobby Österreich	Andrzej Felczak, President
Red de Ciudades y Territorios por la Bicicleta	Sílvia Casorrán Martos, Secretary General
RLVD German Bicycle Logistics Association	Dr. Tom Assmann, Political lead
Rodzice dla Klimatu (Parents For Future Poland Foundation)	Kamila Kadzidłowska, Vice-President of the Board
ROTA (Malta Cycling)	Sergio Sammut, President
Slovenian Traffic Safety Agency	Saša Jevšnik Kafol, Acting Director
Swedish Abstaining Motorists' Association (MHF)	Annette Fagerholm Ahlholm, President
Traffic Victims' Help Association Germany (VOD)	Wulf Hoffmann Board Member for International Affairs
Transport & Environment	William Todts, Executive Director
Varaždin, Republic of Croatia	Neven Bosilj, Mayor
Verkehrsclub der Schweiz - VCS	Stéphanie Penher, CEO
Verkehrsclub Deutschland - VCD	Kerstin Haarmann, President
ZIV – German Bicycle Industry	Burkhard Stork, CEO
Zukunft Fahrrad e.V.	Wasilis von Rauch, CEO