



Newsletter

August – September 2019

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Clean Mobility in Public Procurement

After the European Directive on the promotion of clean and energy efficient road transport vehicles was published in the Official Journal of the EU on 12 July 2019, it entered into force on 1 August 2019. The Directive revises existing regulations from 2009 and sets binding targets for zero-emission and low-emission vehicles (ZLEVs) in public procurement in all Member States. The minimum targets are defined for 2 periods, namely 2021 to 2025 and 2026 to 2030. These targets are expressed as a minimum percentage of clean vehicles in the total number of road transport vehicles in public procurement. For example, light-duty vehicles will have an emission limit value of 50g CO₂/km from 2021 to 2025 and 0g CO₂/km from 2026. In Germany, for example, 38.5% of light-duty vehicles in public procurement will have to comply with the limit value of 50g CO₂/km by 2025 and 38.5% of vehicles will have to be emission-free by 2026. An overview of all EU countries can be found in the directive (see below).

In addition, the scope of the Directive is extended to practices such as leasing, hiring and hire-purchase of vehicles and to contracts for certain services.

In addition, Member States may adopt similar requirements for private operators and services in accordance with existing EU law. These could apply, inter alia, to car rental companies, taxi companies and similar driving service providers. However, this extension is not absolutely necessary.

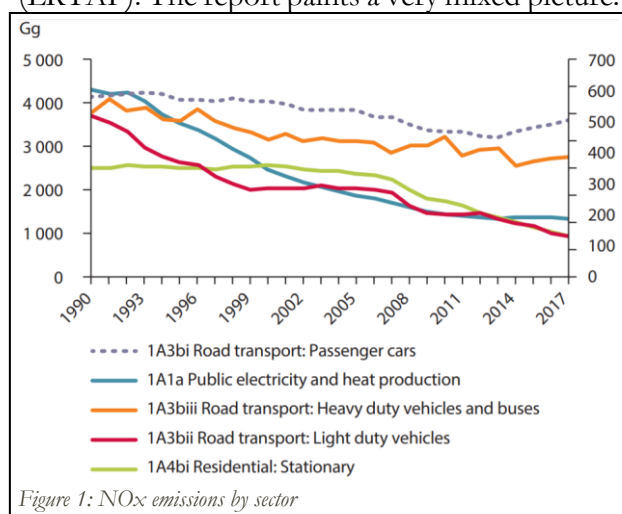
The revision of the Directive is in line with the Union's ambitious objectives to further reduce greenhouse gas emissions by at least 40% by 2030 compared to 1990 levels, to increase the share of renewable energy in energy consumption to at least 27%, to achieve energy savings of at least 27% and to improve energy security, competitiveness and sustainability.

Further Links:

- [Directive \(targets can be found in the tables in the annex\)](#)

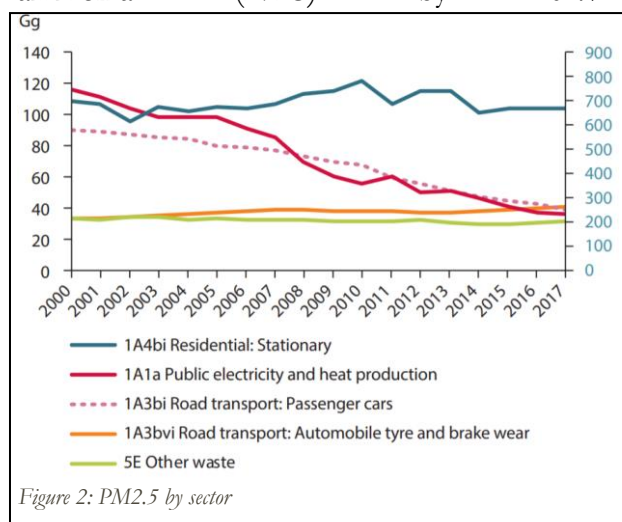
EEA Emissions Report

On 22 July 2019, the European Environment Agency published its annual report on the European Union 1990-2017 emissions inventory report under the UN/ECE Convention on Long-Range Transboundary Air Pollution (LRTAP). The report paints a very mixed picture.



There has been little progress in the field of transport. Emissions of nitrogen oxides (NO_x) and sulphur oxides (SO_x) fell by 1.8% and 1.3% respectively between 2016 and 2017.

However, emissions of non-methane volatile organic compounds (NMVOCs) increased by 1.3%, carbon monoxide (CO) by 0.2% and ammonia (NH₃) by 0.4%.



Fine dust emissions as well as several heavy metals and persistent organic pollutants also rose slightly in 2017 compared with the previous year. General NOx emissions from passenger cars and heavy commercial vehicles have increased in recent years. PM2.5 emissions from passenger car exhaust gases, on the other hand, continue to fall. However, particles from tyres and brakes are increasing steadily.

Further Links:

- [EEA report](#)

EAC Feedback: Horizon Europe programme

On 27 August 2019, the European Commission closed the feedback period for its initiative providing a long-term framework for planning research and pre-deployment programmes for driverless vehicles across the EU and nationally. Since its inception the European Automobile Clubs asbl comprising currently six member clubs from Austria, Germany, Slovakia as well as Bosnia and Herzegovina representing above 3 million road users has been understood as a consumer organisation advocating for effective harmonisation of rules and regulations as concerns the use of motorised vehicles across Europe in order to enhance road safety and sustainable mobility in and beyond the European Union.

The association was thus pleased to note the European Commission's envisaged steps towards the forthcoming framework programme Horizon Europe acknowledging that the European Partnership for Safe and Automated Road Transport will be paving the promising path for more coordination and cooperation in the road transport sector in Europe. In particular, EAC emphasised not only the need for research as regards the technical safety concerns but also issues related to the full protection of the motorists' personal data as well as the required free access to car data as needed for the effective

settlement of claims and damages conducted by the automobile clubs.

Further Links:

- [Overview about this EC initiative, see in particular the inception impact assessment](#)
- [EAC's feedback](#)
- [EAC's position paper on access to car data](#)

EAC Feedback: Road Charging

On 9 August 2019, the one-month feedback period for the European Commission's draft act on road charging specifying the requirements on electronic toll service providers came to a close. The European Automobile Clubs asbl seized the opportunity to be part of this important policy-making process referring to its recent position paper on passenger car tolls:

[Uniform Car Toll Rules for the Single European Transport Area](#). In particular, EAC did not refrain from pinpointing at the menaces inherent to electronic toll systems that “collect large amounts of data to identify and locate vehicles that could be used to create movement and behavioural profiles of the vehicle and driver. Strict rules are therefore required on the use and storage of vehicle data, moreover appropriate technical specifications such as safe encryption become indispensable.

Further Links:

- [Overview about this EC initiative, see in particular the draft implementing regulation and annex](#)
- [EAC's feedback](#)
- [EAC's position paper on passenger car tolls](#)

Join our Lunch Debate! 21-11-2019 Brussels

The European Automobile Clubs asbl cordially invites you to its lunch debate “Car Data - Who does OWN, HAVE and USE it?” which will take

place on Thursday, 21 November 2019 from 11:30 am to 2 pm at the premises of the Representation of the State of North Rhine-Westphalia to the European Union in Brussels. The event will be chaired by the former DVZ-EU correspondent and renowned transport expert Werner Balsen. Please save the date! The detailed programme will be available in due course.

The event is open to everyone, there is no participation fee, however registrations will be approved on a first-come first-serve basis.

Further Links:

- [Registration](#)

Calendar

Meeting Dates

Council

Transport, Telecommunications and Energy Council	20/09/2019
Competitiveness Council	26/09/2019
Council of Justice and Home Affairs	07/10/2019
Council of Environment	04/10/2019

Plenary

16-19/09/2019 ([Agenda](#))

Committees

Environment (ENVI)	25-26/09/2019 (Agenda, tba)
Internal Market / Consumer (IMCO)	25/09/2019 (Agenda, tba)
Justice & Home Affairs (LIBE)	12/09/2019 (Agenda, tba)
Transport (TRAN)	23-24/09/2019 (Agenda, tba)

Events (Brussels)

26/09/2019	Project EDWARD (European Day Without A Road Death)
3-4/10/2019	IETL's XXth European Traffic Law Days

EAC-Events

20/11/2019	EAC-Fall Meeting 2019 in Brussels
21/11/2019	EAC-Symposium 2019 in Brussels