



69, Avenue Michel-Ange  
B-1000 Brussels  
[www.eac-web.eu](http://www.eac-web.eu)

## EAC – NEWSLETTER

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**Fahrzeugemissionen / Car Emissions**

**Letzter Stand:** 17/05/2018 Drittes Mobilitätspaket: Saubere Mobilität  
**Status Quo:**

*Third Mobility Package: Clean Mobility*

07/12/2017 Vorläufige Einigung in den Trilogverhandlungen zur Typgenehmigung und Marktüberwachung von Kfz (2016/0014/COD)

*Preliminary agreement reached in the trilogue negotiations on type-approval and market surveillance of motor vehicles (2016/0014/COD)*

08/11/2017 Vorschlag für CO<sub>2</sub>-Standards für Pkw und Transporter nach 2020 (2017/0293(COD) – Clean Mobility Package)

*Proposal for Post-2020 CO<sub>2</sub> standards for cars and vans (2017/0293(COD) – Clean-Mobility-Package)*

01/09/2017 Inkrafttreten des neuen Emissionsprüfungen WLTP und RDE

Alle neu zugelassenen Fahrzeugmodelle werden nach WLTP geprüft und müssen den RDE-Konformitätsfaktor (NO<sub>x</sub>) 2,1 einhalten; für Ottomotoren gilt ein verschärfter Partikelgrenzwert von 6 x 10<sup>11</sup> pro Kilometer (Euro 6c).

*Entry into force of the new emission tests WLTP and RDE*

*All new car types are tested according to WLTP and must comply with the RDE compliance factor (NO<sub>x</sub>) 2.1; For ottomotors, a stricter particle limit of 6 x 10<sup>11</sup> per kilometer (Euro 6c) applies.*

27/07/2017 Inkrafttreten der Verordnung (2017/1151) und entsprechenden Durchführungsbestimmungen für die schrittweise Erneuerung des NEFZ mit dem neuen WLTP-Prüfverfahren zur Messung des Kraftstoffverbrauchs und der CO<sub>2</sub>-Emissionen (RDE 3)

*Entering into force of the Regulation (2017/1151) and its implementing Regulations for the incremental replacement of the NEDC testing procedure with the WLTP test for measuring vehicle fuel consumption and CO<sub>2</sub> emissions (RDE 3)*

07/07/2017 Veröffentlichung der primären Verordnung für das WLTP (2017/1151) mit entsprechenden Durchführungsbestimmungen im Amtsblatt der EU (RDE 3)

*Publication of the primary Regulation of the WLTP (2017/1151) with its implementing Regulations in the Official Journal of the EU (RDE 3)*

**Letzter Stand: *Zweites Mobilitätspaket: CO2-Emissionsstandards für neue Pkw***

Wie bereits im letzten Newsletter detailliert ausgeführt, arbeitet der parlamentarische Ausschuss für Umweltfragen, öffentliche Gesundheit und Lebensmittelsicherheit (ENVI) zurzeit an Änderungen des Kommissionsvorschlags, welcher neue CO2-Emissionsnormen für Pkw und leichte Nutzfahrzeuge (Vans) in der EU für die Zeit nach 2020 festlegt. Berichterstatterin Miriam Dalli fordert unter anderem die Anhebung der Ziele für 2025 und 2030 auf 25% bzw. 50% im Vergleich zu 15% bzw. 30% im Kommissionsvorschlag. Die Änderungsvorschläge waren Anfang Juni wiederholt Gegenstand von Diskussionen im Ausschuss. Insgesamt wurden 598 Änderungen eingereicht. Berichterstatter und Schattenberichterstatter arbeiten nun an einer Reihe von Kompromissen.

Der Ausschuss für Industrie, Forschung und Energie (ITRE) sowie der Ausschuss für Verkehr und Fremdenverkehr (TRAN) arbeiten zurzeit außerdem an Stellungnahmen, über die im Juli abgestimmt werden soll. In der Stellungnahme des TRAN-Ausschusses, welche am 20. Juni diskutiert wurde, schlägt der Berichterstatter eine Reihe von Kompromissen vor, um die Ziele des Pariser Übereinkommens über den Klimawandel zu erreichen. Die Abgeordneten erkannten die Notwendigkeit der Dekarbonisierung des Verkehrs an, bestanden aber auch darauf, dass realistische Ziele in Bezug auf emissionsfreie Fahrzeuge in Betracht gezogen werden müssen. Sie sprachen die Frage der Technologieneutralität an und betonten, dass es eine breite Palette von Lösungen gibt, um diese Ziele zu erreichen. Die Mitglieder waren sich einig, dass eine angemessene Ökobilanz erstellt und ein verlässlicher Kohlenstoffindex entwickelt werden muss. Einige Abgeordnete verwiesen auf die möglichen Auswirkungen auf die Beschäftigung, da die Herstellung von Elektrofahrzeugen andere Fähigkeiten und weniger Arbeitsstunden erfordert. Ein weiteres Problem könnte die Aufnahme durch die Verbraucher sein. Daher können finanzielle Anreize erforderlich sein, um den Kauf von emissionsfreien Fahrzeugen zu fördern und Ziele zu erreichen.

Kritik an den zu niedrigen Zielen kommt nicht nur von MEP Dalli. Schon vor Bekanntgabe des Kommissionsvorschlags versuchten neun europäische Hauptstädte für strengere Ziele und einer Mindestanzahl von Elektrofahrzeugen in der Produktion zu werben. Auch die Regierungen in den Niederlanden, Frankreich und Luxemburg kritisieren die Ziele. Es kann zwar erwartet werden, dass einige Staaten bei den Verhandlungen im Rat in den kommenden Monaten versuchen werden, die Ziele nach oben zu korrigieren, jedoch wird es auch viel Gegenwind geben, allen voran aus der Autonation Deutschland. Der Europäische Verband der Automobilindustrie ACEA kritisiert die Vorschläge sogar als zu ambitioniert und argumentiert, dass ein 20% Ziel realistischer wäre.

**Status-Quo: Second mobility package: CO2 emission standards for new passenger cars**

*As already explained in detail in the last newsletter, the Parliamentary Committee on the Environment, Public Health and Food Safety (ENVI) is currently working on amendments to the Commission proposal which sets new CO2 emission standards for passenger cars and light commercial vehicles (vans) in the EU for the period after 2020. Rapporteur Miriam Dalli calls, among other things, for the targets for 2025 and 2030 to be raised to 25% and 50% respectively compared to 15% and 30% in the Commission proposal. The amendments were repeatedly discussed in committee at the beginning of June. A total of 598 amendments were submitted. Rapporteurs and shadow rapporteurs are now working on a number of compromises.*

*The Committee on Industry, Research and Energy (ITRE) and the Committee on Transport and Tourism (TRAN) are also working on opinions to be voted on in July.*

*In the opinion of the TRAN Committee, which was discussed on 20 June, the rapporteur proposes a series of compromises to achieve the objectives of the Paris Convention on Climate Change. MEPs recognized the need to decarbonize transport, but also insisted on the need to consider realistic targets for zero-emission vehicles. They raised the issue of technology neutrality and stressed that there is a wide range of solutions to achieve these objectives. The members agreed that an appropriate life cycle assessment and a reliable carbon index must be developed. Some Members referred to the possible impact on employment, as the production of electric vehicles requires different skills and fewer working hours. Another problem could be consumer acceptance. Therefore, financial incentives may be needed to encourage the purchase of zero-emission vehicles and to achieve targets.*

*MEP Dalli is not the only one to criticize the too low targets. Even before the Commission's proposal was announced, nine European capitals tried to promote stricter targets and a minimum number of electric vehicles in production. The governments in the Netherlands, France and Luxembourg also criticize the targets. Although it can be expected that some states will try to correct the targets upwards in the negotiations in the Council in the following months, there will also be a lot of headwind, above all from Germany's autonomy. The European Association of the Automotive Industry ACEA even criticizes the proposals as too ambitious and argues that a 20% target would be more realistic.*

**Presse/Press: Production hit as carmakers botch new emissions tests**

06/06/2018

***Tests to meet a new set of EU emissions regulations are likely to cause major production slowdowns at German carmakers, especially VW. The firms aren't happy, but EU officials say they have only themselves to blame.***

A new VW sits at a testing station inside the carmaker's Wolfsburg works. And it's going to be there for a while. The Arteon model is being tested for compliance with the European Union's new WLTP

regulations, or Worldwide Harmonized Light Vehicle Test Procedure. The 30-minute cycle the Arteon must pass measures fuel consumption, CO<sub>2</sub> emissions, as well as other pollutants.

But that's not all. The full cycle of tests and results takes up to 48 hours. For example, the cars must be tested at precisely 21 degrees centigrade, meaning things need to be warmed up or down depending on the ambient temperature. Previously carmakers could just have tested one model of a new line. Now all variants of a new line, and all combinations of its body and gearing, have to be tested.

The hours required mean that the testing agencies and the carmakers' in-house laboratories have been working around the clock to get things done by September 1. From September last year, carmakers had to comply with WLTP standards if they were producing new models. And from September this year, all new car registrations in the EU will have to comply.

"Our testing stations are working in three continuous shifts," said a spokesperson for TÜV SÜD, the German testing agency carrying out the work in southern Germany. "We are fully booked until autumn because of the high demand."

The testing is also causing another major headache for Germany's biggest carmakers: The deadlines look likely to lead to serious bottlenecks in production. At VW, production may end up slowing in August and there has been talk of staff being forced into part-time hours, or four-day weeks.

"Under such adverse circumstances, there could be temporary bottlenecks in our supply program," the new boss of VW, Herbert Diess, warned at the company's annual general meeting in May. The problems might also eventually impact on VW's profits.

"Everyone concerned is working as hard as possible to minimize the impact as much as they can," VW's human resources chief, Martin Rosik, said. Still, at the end of last week, it had become clear that VW subsidiary Porsche would be working on limited numbers of its SUV model, the Cayenne, until at least early next year.

"The EU deadlines on WLTP certification, recently brought forward by one year, are an enormous burden," Porsche boss Oliver Blume complained.

"You're going to feel the brakes coming on strongly in the second half of the year," a source inside VW cautioned.

Other companies have warned of similar problems, including Renault and Hyundai. Daimler and BMW say things are not quite as bad for them. Although the brands have both taken single models out of production, spokespersons contacted by Handelsblatt said they don't envisage big outages.

The German auto industry association, VDA, isn't happy. It says the European Commission has not given the carmakers enough time and points out that more than 500 types of new vehicles are still missing the certification they need by September 1. "Surely nobody wants production outages," the VDA argued. "They will harm Germany in particular."

Carmakers complain that they have had to wait too long for all the information they need from the authorities, including things like the so-called "conformity factor." This dictates how big a difference there can be between tests in the laboratory and on the road. For example, some of the required data for direct-injection petrol engines was decided in July 2017, the VDA argues. Adjustments like that usually take about three years to develop and get onto production lines, it notes. It would have been better to extend the deadline to September 2019, it adds. Other experts suggest EU authorities should allow carmakers a transition period of six months after September.

But that is unlikely. "The car manufacturers have known for years that the new systems for WLTP and RDE were coming," a spokesperson for the European Commission said, referring also to Real Driving

Emissions testing. “Instead of continuing to balk at this, the auto industry would be better off investing their energy into meeting these deadlines.”

Among independent testing agents, word is that the auto industry underestimated the challenge. And other factors are at work. Stefan Bratzel, a car expert with the University of Bergisch Gladbach, said that politicians have been under pressure to enforce new rules on emissions and that VW has been particularly badly affected because it's bigger.

In some ways this is also an unfortunate irony for the world's biggest car maker. The new, tougher and more realistic WLTP regulations have come partially as a result of the Dieselgate affair, Mr. Bratzel said. “The auto industry is suffering from a loss of credibility. The WLTP procedures are supposed to bring back new trust,” he explained. “[German] politicians – and in the case of WLTP, the EU Commission too – are under pressure. They do not want to be accused of doing too little and being tricked.” The WLTP train has left the station, he concluded, “and it can't be stopped now.”

Quelle/Source: [global.handelsblatt.com](http://global.handelsblatt.com)

### **Presse/Press: Netherlands sees an opening for more ambitious car CO2 limits**

07/06/2018

***The European Commission's proposal for new car CO2 limits left many disappointed. But a spate of new governments in Europe – and shifting positions in Berlin – means those who want higher targets and an electric vehicle mandate have everything to play for.***

When the European Commission put forward its proposal for new car CO2 limits for after 2020 in November, it was not what climate advocates – and many governments – wanted to see.

Mayors of nine EU capitals, including Paris, Rome, Amsterdam, Madrid, Brussels and Sofia, had written to the Commission the previous month calling for a high target and a mandate for vehicle makers to produce a minimum number of electric vehicles – as exists in California and China. They got neither.

The Commission proposed a 30% cut to CO2 emissions from cars by 2030, far lower than the 50% many were calling for. They also declined to set an electric vehicle mandate, saying they preferred a technology neutral approach.

The reality was that consultations with national governments clearly showed that a higher target or a mandate would be non-starters in the Council of 28 EU member states, who would inevitably lower the target and remove the mandate.

The opposition was particularly staunch from the German government, where the country's powerful auto industry was furiously lobbying both Brussels and Berlin.

#### ***Change is in the air***

But things have changed since November. There are new governments in Italy, Spain and soon Slovenia. In Italy, the populist Five Star Movement, the majority partner in the new coalition government, has been supportive of electric vehicle mandates. As has the new Socialist-led government in Spain.

But perhaps the biggest change of all has come from Berlin, where the new cabinet took office in March. This week an internal position paper from the German environment ministry was leaked to the media showing that the ministry is calling for a 50% cut by 2030, and a 25% cut by 2025.

The paper is part of an internal government consultation and the idea could still be killed by Germany's economic or transport ministries. But given the Dieselgate headaches both of those ministries are still reeling from, they may be wary to take on the environment ministry.

More importantly, the leak has signalled to those calling for higher target that they may suddenly have a new ally in Berlin.

### **Dutch push**

One of those calling for a higher target is the Dutch government, and they are sensing the moment is ripe for getting the co-legislators to strengthen the Commission's proposal.

On Wednesday, The Netherlands hosted an event at the Dutch permanent representation to the EU presenting a new report from consultancy TNO showing a 50% target would be feasible and would result in a significant uptick in electric vehicle production.

Ronald van Roeden, the Netherlands Deputy Permanent Representative to the EU, opened the event by noting the recent news from Germany and saying that the Netherlands is pushing for a more ambitious Council position.

The event was co-hosted with France and Luxembourg, which have also signalled backing for greater ambition on CO2 reduction in transport and electric mobility.

Miriam Dalli, the Maltese MEP who is leading the file in the European Parliament, was among the speakers at the event. Dalli is also calling for a 50% target, along with a mandate for electric vehicles.

However, there is still significant pushback. Petr Dolejsi from ACEA, the European Automobile Industry Association, warned that the higher targets being talked about in the Parliament and in some governments would result in significant expenditure that would have to be passed on to customers.

ACEA believes the Commission's 30% proposal is already too ambitious, saying a 20% target for 2030 would be more realistic.

A high target would mean that at least half of reductions would have to come from electric vehicles, ACEA says, and the market demand is not strong enough at the moment to get the EU to this goal.

### **EVs – no market, or no marketing?**

However, Julia Poliscanova from environmental campaign group Transport & Environment said at the event that consumer demand for electric vehicles is enormous, but automakers are dragging their feet.

T&E released a report on Wednesday accusing European automakers of deliberately not marketing electric vehicles to consumers, noting that they are still failing to achieve their own sales targets for battery electric and plug-in hybrid.

"While carmakers seek to blame a lack of recharging points and government incentives, market data obtained by T&E shows that for the second year running they spent miniscule amounts trying to sell electric vehicles – especially in markets where motorists are already willing to consider buying them," she said.

Carmakers only spend 1.5% of their advertising budgets on zero emission models, and 1.4% on plug-in hybrids, in the EU's five largest car markets, data from marketing analytics specialists Ebiquity shows.

Yet around 30% of British, French and German consumers say they would consider buying an electric car today. In Norway – where four out of 10 cars sold in 2017 were battery or plug-in hybrids – manufacturers' advertising spend on zero emission cars as a proportion was much higher at 10%.

Dimitri Vergne from European consumers association BEUC agreed, saying that the evidence of market demand for electric vehicles in Europe is significant and increasing. But without a mandate, Poliscanova said, the automakers will continue refusing to market their new electric vehicles – perhaps because they are trying to sell off their diesel vehicles first.

The environment committee is due to vote on Dalli's report in the next few months. Work on the file in the Council will be taken up by the Austrian EU presidency, which begins on 1 July.

Quelle/Source: [euractiv.com](http://euractiv.com)

## **Maut / Road Charges**

### **Europäische PKW-Maut / *European Passenger Road Charges***

**Letzter Stand:** 31/05/2017 Veröffentlichung des EU Road Packages durch EC, darin u.a. Regelungen zur Maut und dem europäischen elektronischen Mautsystem, Seite der Kommission zum Road Package [hier](#)

**Status-Quo:**

*Publication of the EU Road Package by the EC, i.e. Regulations on road charges and the European electronic toll system, Site of the Commission's road package [here](#)*

**Letzter Stand:** Nachdem Österreich kürzlich die EU-Ratspräsidentschaft übernommen hat, bleibt abzuwarten, was mit der Eurovignetten-Richtlinie geschieht. Die Erfahrungen Österreichs als Transitland für den Güterverkehr werden bei der Überarbeitung der Eurovignetten-Richtlinie zur Einführung einer entfernungsabhängigen Straßenbenutzungsgebühr erforderlich sein. Es ist jedoch bekannt, dass Österreich nicht gerade ein starker Befürworter der Abschaffung des auch in Österreich verwendeten Vignettensystems ist.

**Status-Quo:** *Now that Austria has recently taken over the Presidency of the Council of the EU, it remains to be seen what happens with the Eurovignette Directive. Austria's experience as a transit country for freight transport will be necessary in the revision of the Eurovignette Directive to introduce a distance-based road user charge. It is well known, however, that Austria is not exactly a strong supporter of the abolition of the vignette system also used in Austria.*

### **Deutsche Infrastrukturabgabe / *German "Infrastructure Fee"***

**Letzter Stand:** Auch die neue deutsche Regierung wird an der geplanten Maut festhalten. Ausländische Autofahrer müssen spätestens in drei Jahren eine Mautgebühr auf der deutschen Autobahn zahlen. Dieser Plan wurde von Bundesverkehrsminister Andreas Scheuer (CSU) bei seinem Besuch in Salzburg am 23. Juni bestätigt.

Die Klage von Österreich und den Niederlanden wird vom Europäischen Gerichtshof frühestens Anfang 2019 bearbeitet. Bis dahin kann Deutschland an seinen Plänen zur Einführung der Maut zum 1. Januar 2019 festhalten.

Nach Angaben der beiden Länder diskriminiert diese Maut ausländische Autofahrer und steht damit im Widerspruch zu den europäischen

Vorschriften. Deutschland plant, Personen durch eine Senkung der Kfz-Steuer zu entschädigen, was aber nur für Autofahrer, die in Deutschland zugelassene Autos fahren, gilt. Folglich zahlen nur im Ausland zugelassene Fahrzeuge die Maut. Die Niederlande befürchten auch, dass die Vignette ein zusätzliches Hindernis für den Verkehr in der Grenzregion darstellt. Die niederländische Regierung hatte bereits im Oktober angekündigt, dass sie beabsichtigt, sich den Österreichern in ihrer Klage anzuschließen, wollte aber zunächst die rechtliche Begründung des Falles prüfen. Das Ministerium für Infrastruktur und Wasserwirtschaft untersuchte die deutschen Mautpläne und stellte fest, dass diese Maßnahme die Niederlande insgesamt zwischen 60 und 100 Millionen Euro kosten könnte. 40 Prozent dieser Kosten werden von Autofahrern oder Unternehmen getragen. Die Klage wird vom Europäischen Gerichtshof frühestens Anfang 2019 bearbeitet. Bis dahin kann Deutschland an seinen Plänen zur Einführung der Maut zum 1. Januar 2019 festhalten.

**Status Quo:**

*The new German government will also stick to the planned toll. Foreign drivers will have to pay a toll on the German motorway in three years at the latest. This plan was confirmed by Federal Transport Minister Andreas Scheuer (CSU) during his visit to Salzburg on 23 June.*

*The action brought by Austria and the Netherlands will not be dealt with by the European Court of Justice until the beginning of 2019 at the earliest. Until then, Germany can stick to its plans to introduce the toll on 1 January 2019.*

*According to the two countries, this toll discriminates against foreign drivers and is therefore contrary to European regulations. Germany plans to compensate people by reducing the motor vehicle tax, but this only applies to drivers who drive cars registered in Germany. Consequently, only vehicles registered abroad pay the toll. The Netherlands also fear that the vignette is an additional obstacle to traffic in the border region. The Dutch government had already announced in October that it intended to join the Austrians in their complaint, but first wanted to examine the legal justification of the case. The Ministry of Infrastructure and Water Management examined the German toll plans and found that this measure could cost the Netherlands a total of between 60 and 100 million euros. 40 percent of these costs are borne by drivers or companies. The complaint will be dealt with by the European Court of Justice at the beginning of 2019 at the earliest. Until then, Germany can stick to its plans to introduce the toll on 1 January 2019.*

**Connected Cars – Zugang zu den Fahrzeugdaten / Access to Car Data (unverändert / unchanged)**

**Letzter Stand:** 25/05/2018    Datenschutz-Grundverordnung tritt in Kraft  
**Status Quo:**

*General Data Protection Regulation enters into force*

17/05/2018 Drittes Mobilitätspaket: Auf dem Weg zur automatisierten Mobilität: Eine EU-Strategie für die Mobilität der Zukunft

*Third Mobility Package: On the road to automated mobility: An EU strategy for mobility of the future*

13/03/2018 Parlament billigt den Bericht des TRAN-Ausschusses über die Mitteilung der Kommission "Eine europäische Strategie für kooperative intelligente Verkehrssysteme".

*Parliament approves the TRAN Committee Report on the Commission Communication "A European Strategy on Cooperative Intelligent Transport Systems"*

18/10/2017 Veröffentlichung der GEAR 2030 Schlussfolgerungen

*Publication of the GEAR 2030 Conclusions*

**Letzter Stand:** Im Bereich des vernetzten und automatisierten Fahrens und Zugriffs auf Fahrzeugdaten ist in diesem Monat nichts Relevantes passiert. Das dritte Mobilitätspaket und das Inkrafttreten der DSGVO wurden bereits im letzten Newsletter behandelt.

**Status-Quo:** *Nothing relevant happened this month in the area of networked and automated driving and access to vehicle data. The third mobility package and the entry into force of the DSGVO were already dealt with in the last newsletter.*

### **Presse/Press: Automakers and telecoms firms bicker over EU connected vehicle proposal**

02/07/2018

***A battle between car manufacturers and telecoms operators is heating up as the European Commission prepares to announce legislation later this year that could determine whether automakers will need to rely on Wifi or wireless 5G technology to build internet-connected vehicles.***

It's a technical Brussels debate that has largely flown under the radar, and has attracted surprisingly little attention even from members of the European Parliament and observers of EU-level technology policies.

But pressure is mounting on the European Commission to weigh in on the debate. Violeta Bulc, the EU's transport Commissioner, made it a goal to have internet-connected vehicles on roads by next year – when the current administration leaves office.

Car and telecoms firms are on their toes as they wait for a decision about what technology the EU executive may back to promote connected vehicles.

A legal proposal that is expected in the autumn to accelerate connected car technologies has driven a wedge between the car and telecoms industries. Some car manufacturers want the Commission to throw its weight behind satellite vehicle-to-vehicle communication, or V2V, which is based on short-range Wifi.

Car companies that are pushing for the Commission to support the use of Wifi networks argue that it is already available, so there will be no delay in introducing new vehicles with connected entertainment

or safety features that rely on the technology. In the 5G camp, the telecoms industry argues that Wifi is too out-of-date for the fast developing new features in connected cars.

Telecoms operators are clinging to C-V2X, the longer-range vehicle-to-infrastructure technology that is considered a stepping stone towards next generation 5G networks. The fast 5G technology is still in test phase and the Commission's top officials in charge of the bloc's technology policies have pledged to make the networks available for commercial use around Europe by 2025.

Officials drawing up the Commission strategy have insisted that it will not favour one technology over the other but will remain "technology neutral" by requiring manufacturers to build systems that work with both Wifi and 5G.

But the telecoms industry is still worried that the bill will give preference to Wifi. They argue that would take away some of their incentive to invest the billions of euros needed into building 5G networks that cover the entire EU.

Andy Hudson, head of policy at mobile industry group GSMA, said that the proposal should be technology neutral by only identifying what connected car services the Commission wants manufacturers to offer, but it should leave out any "regulatory bias" and not pick one technology.

GSMA has argued in favour of 5G as the basis for connected cars. Hudson said the car industry needs years to adopt new technologies across its entire stock, and that development of new internet-based services could be slowed down if the Commission decides to favour Wifi.

"It is more important to consider the sustainability of a solution as opposed to its time to market," he said.

A recent draft of the legislation, obtained by EURACTIV, says that "the regulation shall be reviewed at the latest 3 years after its entry into force to take into account technological progress". Some industry groups close to the file want the review time to be far shorter and include clear criteria for what technological changes could prompt another legal overhaul.

One concern shared by supporters of 5G is that a decision from the Commission to side with Wifi could result in car manufacturers rejecting the wireless C-V2X technology, meaning that new cars will continue to rely on Wifi for years.

German car manufacturer Volkswagen has committed to using Wifi systems in new cars that come out through next year.

"We have to focus not too much on today but on what we want in 2030," said Maxime Flament, chief technology officer at 5GAA, an association made up of carmakers and telecoms operators that back an approach to connected vehicles based on 5G. Volkswagen is a member of the group.

Flament said the current draft of the Commission's plan addresses how vehicles will communicate with each other, but does not consider what technology will be needed to help cars talk to road infrastructure that is located further away than other vehicles driving nearby. Chips using 5G can be installed into cars and infrastructure along roads like traffic lights to speed up traffic or prevent collisions.

Steve Phillips, secretary general of the Conference of European Directors of Roads, an association that represents public authorities, questioned whether 5G should be the basis for connected cars when significant stretches of European roads still have poor wireless service.

"There are not many services we think need it. Most of the services are working very well with 4G and if we look at the lack of coverage on parts of the network of 3G, that's where the focus needs to be.

We don't even have full coverage yet of 3G on the European road network," Phillips said, referring to today's mobile networks.

"We're not interested in just a few trial sites to say, 'look we've done it'. We're interested in bringing out a meaningful service to achieve the safety and environmental and congestion benefits across the whole network," he added.

Supporters of the two different technologies are still bickering over whether 5G or Wifi systems are safer, cheaper and easier and quicker to set up. They have a few more months to make their case before the Commission presents its proposal.

The EU executive insists that the legislation will focus on making sure the two systems are "interoperable", meaning that manufacturers that build cars relying on 5G will need to allow the vehicles to also communicate using Wifi.

A 2016 strategy paper from the Commission declared that "initial deployment for short range vehicle-to-vehicle and vehicle-to-infrastructure communication will be based on technologies already available", meaning Wifi-based systems, which "where appropriate will operate in seamless coexistence with 5G, under a complementarity principle".

The proposal will come out of the EU executive's transport arm, DG Move, this autumn. The directorate is responsible for recent initiatives like the eCall legislation that requires automated safety devices in all new vehicles. It has also promoted truck platooning trials, when partially automated lorries communicate while driving close to each other, allowing them to save fuel.

There's an added layer of Brussels policy drama heating up the connected car squabble: the legislation is drafted as a so-called "delegated act", a fast-tracked procedure where the Commission legislates with a committee of "experts" from member states.

The process is notoriously secretive and often receives little public attention because it does not go through the typical, drawn-out negotiating processes with MEPs and national governments. Instead, the European Parliament and government diplomats can approve or reject the bill, but cannot propose changes to it.

Quelle/Source: [euractiv.com](http://euractiv.com)

### **Straßenverkehrssicherheit / Road Safety (unverändert / unchanged)**

<b>Letzter Stand</b> <b>Status Quo:</b>	17/05/2018	Drittes Mobilitätspaket: Überarbeitung der Allgemeinen Sicherheitsverordnung  <i>Third Mobility Package: Revision of the General Safety Regulation</i>
	25/04/2017	Abstimmung über den INI-Bericht zum Thema Tacho-Manipulation  <i>Vote on the INI report on Odometer Manipulation</i>
	14/11/2017	Verabschiedung der Resolution „Saving Lives: Boosting Car Safety in the EU“

*Adoption of the resolution "Saving Lives: Boosting Car Safety in the EU"*

14/07/2017 Veröffentlichung der Road-Map zur Überprüfung der Verordnung (EG) 661/2009/EG und 78/2009

*Publication of the Road-Map on the revision of Regulation (EG) 661/2009/EG und 78/2009*

12/12/2016 Veröffentlichung des Berichts der Kommission an das Parlament und den Rat: Rettung von Menschenleben: Mehr Fahrzeugsicherheit in der EU

*Publication of the Report of the Commission to the Parliament and the Council: Saving Lives: Boosting Car Safety in the EU*

**Letzter Stand:** Mit dem dritten Mobilitätspaket vom 17. Mai wurde auch eine umfassende Überarbeitung der Fahrzeugsicherheitsnormen vorgestellt. Diese wurden bereits im letzten Newsletter ausführliche behandelt. Auch das Thema der Tachomanipulation wurde dort nochmal aufgegriffen.

Im Bereich Straßenverkehrssicherheit ist sonst diesen Monat nichts Relevantes passiert.

**Status-Quo:** *A comprehensive revision of vehicle safety standards was also presented in the third mobility package of 17 May. These were already discussed in detail in the last newsletter. The topic of odometer fraud was also addressed there again.*

*Nothing else has happened this month in the area of road safety.*

**Presse/Press: EU vehicle safety proposals to require standardised alcohol interlock interface**

01/07/2018

Judges in Belgium will have to oblige high level or repeat drink-driving offenders to follow an alcohol interlock rehabilitation programme after new legal changes come into force on 1 July 2018.

Previously the alcohol interlock requirement was a little-used legal option, but it will now become mandatory in most cases.

According to research by VIAS, ETSC's Belgian member, recidivism is reduced by 75% for those that install an alcohol interlock and follow the accompanying rehabilitation programme.

Under the existing rules, only 67 drivers have passed through such programmes in Belgium.

The French government announced in January that it would also make alcohol interlocks obligatory in cases of recidivism. Similarly, to Belgium, the requirement has been only optional since 2011, and rarely used as a sanction.

Quelle/Source: [etsc.eu](http://etsc.eu)

**Sonstiges / Other*****Europe on the Move: an agenda for the future of mobility in the EU***

Am 21. Juni wurde mit großer Mehrheit der strategischen Initiativbericht „Europe on the Move: an agenda for the future of mobility in the EU“ im TRAN-Ausschuss angenommen. Der Bericht befasst sich mit den wichtigsten künftigen Herausforderungen für den europäischen Verkehrssektor und konzentriert sich insbesondere auf die Auswirkungen der Digitalisierung auf die Verkehrsdienste, die Infrastruktur, Herstellung und Produktion, sowie Arbeitnehmer und Verbraucher.

In Zukunft muss der Verkehr sauberer, sicherer, besser vernetzt und besser auf die Bedürfnisse seiner Nutzer abgestimmt sein. Der Mobilitätssektor ist durch das Aufkommen neuer Faktoren, wie vernetzte und autonome Fahrzeuge, automatisiertes Fahren und neue Geschäftsmodelle für die Zusammenarbeit und gemeinsame Nutzung, einem erheblichen Wandel unterworfen. In dem Bericht werden Schritte aufgezeigt, die unternommen werden müssen, um sich an die bevorstehenden Veränderungen anzupassen und sicherzustellen, dass Europa bei den Entwicklungen im Bereich der Mobilität führend bleibt. Ein geeignetes Ökosystem und eine angemessene Finanzierung von Forschung und Innovation sind dafür unerlässlich. Der Bericht wurde mit 31 Ja-Stimmen, 2 Nein-Stimmen und 2 Enthaltungen angenommen.

Den Bericht und weitere Dokumente finden Sie [hier](#).

*On 21 June, the strategic initiative report "Europe on the Move: an agenda for the future of mobility in the EU" was adopted by a large majority in the TRAN Committee. The report addresses the main future challenges facing the European transport sector, focusing in particular on the impact of digitization on transport services, infrastructure, production and manufacturing, and workers and consumers.*

*In the future, transport must be cleaner, safer, better connected and better adapted to the needs of its users. The mobility sector is undergoing significant change due to the emergence of new factors such as networked and autonomous vehicles, automated driving and new business models for collaboration and sharing. The report identifies steps that need to be taken to adapt to the changes ahead and ensure that Europe remains at the forefront of mobility developments. An appropriate ecosystem and adequate funding for research and innovation are essential. The report was adopted with 31 votes in favor, 2 against and 2 abstentions.*

*The report and other documents can be found [here](#).*

**Termine / Dates****Sitzungstermine / Meeting Dates****Rat / Council**

Rat für Verkehr, Telekommunikation und Energie <i>Transport, Telecommunications and Energy Council</i>	29-30/10/2018
Rat für Wettbewerb / <i>Competitiveness Council</i>	16-17/07/2018
Rat für Justiz und Inneres / <i>Council of Justice and Home Affairs</i>	12/07/2018

Rat für Umwelt /  
Council of Environment

09/10/2018

**Plenum / Plenary**

10-13/09/2018 (Agenda, tba)

**Ausschüsse / Committees**

Umwelt /Environment (ENVI)

09-10/07/2018 (Agenda)

- Item 15: Deployment of infrastructure for alternative fuels in the European Union: Time to act!

Binnenmarkt / Verbraucher (IMCO)  
Internal Market / Consumer

11-12/07/2018 (Agenda)

- Item 16: Autonomous driving in European Transport

Justiz und Inneres (LIBE)  
Justice & Home Affairs

09/07/2018 (Agenda)

-no relevant items-

10/07/2018 (Agenda)

-no relevant items-

Verkehr / Transport (TRAN)

09-10/07/2018 (Agenda)

- Item 12: Emission performance standards for new passenger cars and for new light commercial vehicles (recast)

**Veranstaltungen (Brüssel) / Events (Brussels)**

-no relevant events-

**EAC-Veranstaltungen / EAC-Events**

-no relevant events-