



Newsletter

November – December 2019

I.	EAC Event: Car Data – Who does OWN, HAVE and USE it?	1
II.	EAC: Holger Küster elected Vice-President	1
III.	EAC: Uniform rules for the handling of vehicle data	1
IV.	Transport Council: No agreement on Euro-Vignette	2
V.	New European Commission	3
VI.	Vehicle Safety	3
VII.	Calendar	5



Avenue Michel-Ange – 691000 Brussels, Belgium
Phone: +32 (0) 2 734 1562 – Email: info@eaclubs.org

EAC Event: Car Data – Who does OWN, HAVE and USE it?

On 21 November 2019, our EAC Lunch Debate took place on the subject of “Car Data - Who does OWN, HAVE and USE it?” If you missed our exciting discussion round, you have the chance to catch up. Just follow the link below.

Further Links:

- [EAC Lunch Debate: Livestream](#)

EAC: Holger Küster elected Vice-President

At its most recent General Assembly in Brussels on 20 November 2019, EAC – an association of six automobile clubs from Germany, Austria, Slovakia and the Republic of Srpska –, has elected Holger Küster, CEO of the member club ACV Automobil-Club Verkehr, as Vice-President. The vote was unanimous; hence the 56-year-old German moves up into the Executive Board as Deputy of EAC President Bernd Opolka supporting the longtime EAC Vice-President Günther Schweitzer from the Austrian member club ARBÖ.

Upon his election Holger Küster declared: "I would like to extend my gratitude for the confidence you have placed in me and in return I will do everything in my power to ensure that EAC will represent in future the interests of its members organised in the European Clubs with a more vivacious and vigorous voice. After all, EAC acts for more than 3 million people. Our vision is more topical than ever: We want to make it possible to experience Europe without barriers in the sense of a modern, climate-friendly and affordable mobility. It is therefore important to harmonise traffic regulations between the EU Member States and to promote pathbreaking technologies for more safety and sustainability in the field of road transport."

As CEO of ACV Automobil-Club Verkehr, founded in 1962, Holger Küster heads a rapidly growing automobile club with more than 430,000

members. The EAC Executive Board will benefit from Holger Küster as a dynamic executive who is deeply dedicated to the European idea unfailingly fighting for freedom in regards to individual mobility. In this respect, ACV regularly takes stand in its communication, in interviews, round tables and campaigns.

EAC: Uniform rules for the handling of vehicle data

Modern cars are not merely means of transport, but increasingly data producers and data carriers. Even before the engine starts to buzz, the manufacturers already receive a multitude of data from countless sensors installed by them in the vehicle, all of which are generated by the car drivers. The car's data architecture remains at the manufacturers' discretion, which means that thanks to the exclusive technical control of the data they come de facto into their possession, and they are therefore being able to determine about the collection, storage, processing, use and transfer of the vehicle data. This often happens without the own intervention or even knowledge of the consumers, who usually do not even have access to their own data – despite car ownership. The establishment and expansion of the automotive aftermarket and services sector are also subject to the manufacturers' conditions that regulate within the realm of their own brand the access and delivery channels, above all prioritising their own product optimisation based on the data available to them.

The present treatment of vehicle data in favour of the car manufacturers inevitably harms consumer welfare. This imbalance needs to be redressed, namely by setting appropriate uniform rules for handling vehicle data.

Since its inception in 2008 the not-for profit consumer association European Automobile Clubs asbl (EAC), currently comprising six member clubs from Austria, Germany, Slovakia as well as Bosnia and Herzegovina, is fully dedicated to the concerns of the car drivers in Europe. At the heart of its policy work is the

bundled interest of now above 3 million drivers according to the motto: Making them experience Europe across borders in a simple and safe manner. The principle consequently applying to EAC as concerns all issues related to data in connected cars is:

The driver is the measure of all vehicle data.

Signaling the urgent need for action concerning the handling of vehicle data, EAC appeals to the European policy makers in charge of the transport sector advocating for its four key demands for the benefit and protection of car drivers in Europe.

Further Links:

- [EAC Position Paper: Connected Cars](#)

Transport Council: No agreement on Euro-Vignette

Three issues were on the agenda of the EU Transport Council on 2 December 2019, including the vote on a common position on the revision of road pricing, also known as the Euro-Vignette. However, contrary to general expectations, no common position could be adopted. In advance, it was assumed that there would be a rapid agreement. In particular, however, Germany and Italy may have spoken out against the decision. But Sweden, the Netherlands and Luxembourg also rejected the Finnish Presidency's proposal. The Finnish proposal had already been very compressed. For example, the proposal left the countries free to decide whether time or kilometres should be used as the basis for future toll calculations. A definitive abolition of time-based vignette systems by 2027 was no longer included. Similarly, the proposal only referred to trucks. Trucks under 12 tonnes were even to be given an eight-year transitional period. Despite all these concessions, the countries were unable to reach agreement.

For some countries, including Austria, for example, the concessions are very accommodating, as the prevailing vignette system is to remain in place.

On 25 October 2018, a majority in Parliament voted in favour of the Commission's proposal to replace the time-based vignette system. The core of the proposal was a two-stage abolition of time-based vignettes. Instead, the Commission argued in favour of a digitised route-based toll based on the user principle. According to this principle, the distances travelled by road users on the relevant routes were to be measured and then used as the basis for calculating the toll. A charging system based on distance should better reflect the actual level of use, emissions and pollution. By 2023 a distance-based toll should be introduced for trucks and by 2027 for all 4 vehicles of "other categories", including passenger cars. In addition, zero-emission cars should pay 75 percent less than others and the general level of the road user charge should be made dependent on the vehicle's CO₂ and other air pollution performance and other external costs, such as noise or congestion.

Once again, the problems of European environmental and climate policy are evident. The abolition of time-based vignettes should serve, among other things, to promote the decarbonisation of transport. Only four days earlier, the European Parliament declared a climate and environmental crisis. The Parliament declared that the EU should commit to net zero greenhouse gas emissions by 2050. MEPs also call on the Commission to ensure that all relevant legislative and budgetary proposals are fully in line with the objective of limiting global warming to below 1.5°C. The Commission should also ensure that all relevant legislative and budgetary proposals are fully in line with the objective of limiting global warming to below 1.5°C. The Commission should also ensure that all relevant legislative and budgetary proposals are fully in line with the objective of limiting global warming to below 1.5°C.

In a separate resolution, Parliament urges the EU to present its strategy for achieving climate

neutrality to the UN Convention on Climate Change as soon as possible and by 2050 at the latest. MEPs call on the new President of the European Commission, Ursula von der Leyen, to include a reduction target of 55% of greenhouse gas emissions in the European Green Deal by 2030.

Further Links:

- [EAC Position Paper: Uniform Car Toll Rules](#)

New European Commission

More than a month late, the new European Commission can start its work. In a roll-call vote held on Wednesday 27 November, MEPs approved the new College of Commissioners with 461 votes in favour, 157 against and 89 abstentions.

Previously, three of the candidates proposed by Ursula von der Leyen, President-designate of the Commission, had been rejected by the Parliamentary Committee on Legal Affairs and the Internal Market (JURI), including Rovana Plumb, Romania's Transport Commissioner. Also rejected were the Hungarian Conservative László Trócsányi (EPP) and Sylvie Goulard, the French nomination as Commissioner-designate for Industry. In fact, the new Commission should have started its work on 1 November 2019.

Instead of Rovana Plumb, Romanian Adina-Ioana Vălean (EPP) has now been selected by the elected President of the Commission, Ursula von der Leyen, as the next Transport Commissioner. The 51-year-old is one of Romania's most senior and experienced parliamentarians. She began her career with the EU in 2006 when she joined the Parliament as an observer before Romania's official accession. The following year she became a Member of the European Parliament with Romania's accession.

Vălean currently chairs the European Parliament's Energy and Industry Committee and also chairs the Environment Committee. She has experience in the fields of transport, energy, budget, and digital policy.

She presents herself entirely in line with von der Leyen's European Green Deal. In her

introductory speech, she stressed that the Green Deal cannot function without transport as a central element. Nevertheless, green mobility must also serve the interests of citizens at its core. Climate neutrality must remain economically feasible in order to gain general acceptance. It promised to push ahead with measures to increase transport efficiency and introduce clean vehicles to ensure that the EU economy is climate neutral by 2050.

Further Links:

- [More information on the new European Commission](#)

Vehicle Safety

As of mid-2022, all new cars put on the EU market will have to be equipped with advanced safety systems. Following an agreement with the European Parliament last March, the Council today adopted a regulation on the general safety of motor vehicles and the protection of vehicle occupants and vulnerable road users in a bid to significantly reduce the number of road casualties.

The new regulation stipulates that approximately 30 different technologies or systems must be introduced in new vehicles of different types. According to the agreement, most technologies will become mandatory in May 2022 for new vehicle models and in May 2024 for existing models. The European Commission expects the proposed measures to help save more than 25,000 lives and prevent at least 140,000 serious injuries by 2038.

The agreement covers 12 new safety technologies for passenger cars: (1) intelligent speed assistance (ISA); (2) alcohol interlock installation facilitation; (3) driver drowsiness and attention warning systems; (4) advanced driver distraction warning systems; (5) emergency stop signals; (6) reversing detection systems; (7) event data recorders; (8) accurate tyre pressure monitoring; (9) advanced emergency braking systems; (10) emergency lane-keeping systems; (11) Pole side impact occupant protection; (12) enlarged head

impact protection zones capable of mitigating injuries in collisions with vulnerable road users, such as pedestrians and cyclists.

ISA systems were particularly controversial. These systems use video cameras to detect speed signs and/or GPS-linked speed limitation data to inform drivers of the current speed limit and automatically limit the vehicle's speed if necessary. However, ISA systems are not designed to automatically brake, but to limit engine power so that the vehicle does not accelerate beyond the current speed limit unless it is overridden.

In particular, the European Automobile Manufacturers Association (ACEA) actively lobbied against the introduction of ISA systems. ACEA claims that ISA is still deficient in practice due to wrong traffic signs and outdated information. In addition, cameras cannot predict all scenarios, for example due to visual impairments. Instead, Speed Limit Information (SLI) systems "in combination with better enforcement and driver training" are an "effective alternative". Instead of actively reducing speed, SLI systems only display warnings that can be ignored.

Further Links:

- [Council of the EU: Press Release](#)
- [The Guardian: ISA Controversy](#)

Calendar

Meeting Dates

Council

Transport, Telecommunications and Energy Council tba

Competitiveness Council tba

Council of Justice and Home Affairs tba

Council of Environment 19/12/2019

Plenary 16-19/12/2019 ([Agenda](#))

Committees

Environment (ENVI) 16/12/2019 (Agenda, tba)

Internal Market / Consumer (IMCO) tba

Justice & Home Affairs (LIBE) 16/12/2019 (Agenda, tba)

Transport (TRAN) 20/01/2020 (Agenda, tba)

Events (Brussels)

03/03/2020 [The 5th Annual Future of Transport Conference](#)

EAC-Events

There are currently no scheduled EAC events.