European Automobile Clubs

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E A C – N E W S L E T T E R September – Oktober / *September – October* 2017

THEMEN / *CONTENTS* **Seite / *Page***

Fahrzeugemissionen – Test / *Car Emissions – Test*

Letzter Stand:
Status Quo:

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

Alle neu zugelassenen Fahrzeugmodelle werden nach WLTP geprüft und müssen den RDE-Konformitätsfaktor (NOx) 2,1 einhalten; für Ottomotoren gilt ein verschärfter Partikelgrenzwert von 6 x 10^{11} 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 (NOx) 2.1; For ottomotors, a stricter particle limit of 6 x 10^{11} 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 CO2-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 CO2 emissions (RDE 3)

07/07/2017 Veröffentlichung der primären Verordnung für das WLTP (2017/1151) mit entsprechenden Durchführungs-bestimmungen 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)

Nächster Schritt:
Next Step:

12/2017 Veröffentlichung des 4. RDE-Paketes

Publication of the 4th RDE package

Letzter Stand:

Vor kurzem war der Dieselskandal auch Thema einer Debatte im Europäischen Parlament. In der Debatte hagelte es Kritik an der behördlichen Aufarbeitung aber auch an der Industrie. Kommissarin Bieńkowska betonte nun auch, dass Sie Ihre Meinung bezüglich einer wirksamen EU-Aufsichtsbehörde für die Zulassung von Kraftfahrzeugen geändert hätte und diese nun befürwortet. Hier können Sie sich die ganze Debatte im Europäische Parlament anschauen.

Seit dem 1. September gilt das WLTP für alle neuen Fahrzeugmodelle, die erstmals auf dem europäischen Markt eingeführt werden. Neu zugelassene Fahrzeugmodelle müssen nun auch den RDE NOx-Konformitätsfaktor 2,1

einhalten. Für Ottomotoren gilt ein verschärfter Partikelgrenzwert von 6 x 10^{11} pro Kilometer (Euro 6c).[1]

Derzeit wird immer noch an der Überarbeitung einiger Details des WLTP, mit dem sogenannten WLTP 2nd Act, gearbeitet. Dem Technical Committee on Motor Vehicles (EU) zufolge dürfte der WLTP 2nd Act aber kurz vor der Vollendung stehen.

Kernpunkte des WLTP 2nd Act sind:

- Verfahren zur Korrektur von Testergebnissen (z.B. um Berechnungsgrundlage für Steuern zu schaffen)
- Vorschriften in Sachen Transparenz hinsichtlich jener Informationen, die für die Typgenehmigung zur Verfügung stehen müssen
- Einpassung des Evaporative Emission Control System-(EVAP)-Tests in WLTP
- On-Board Messung des Kraftstoffverbrauchs
- Anpassung der EU-Verordnung 2017/1151

Status-Quo:

Recently, the diesel scandal was also the subject of a debate in the European Parliament. In the debate, there was criticism of the official handling of the scandal but also of the industry. Commissioner Bieńkowska now also announced her position on setting up an EU agency to deal with car approvals is changing. Here you can have a look at the whole debate in the European Parliament.

Since September 1, the WLTP applies to all new car types, which are introduced on the European market for the first time. This also implies that new car types must now comply with the RDE NOx conformity factor of 2.1. A tightened particle limit of 6 x 10^{11} per kilometer (Euro 6c) applies to ottomotors. [2]

Work is still underway to revise some of the details of the WLTP, under the WLTP 2nd Act. According to the Technical Committee on Motor Vehicles, however, the WLTP 2nd Act is nearing completion.

The key points of the WLTP 2nd Act are:

- *Methods for correcting test results (e. g. to create the basis for calculating taxes)*
- *rules on transparency concerning the information to be made available for type-approval*
- *Adaptation of the Evaporative Emission Control System (EVAP) test in WLTP*

[1] Ab September 2018 wird das WLTP für alle neu zugelassenen Fahrzeuge gelten. Der RDE-Konformitätsfaktor von 2.1 wird ab September 2019 für alle neuen Fahrzeugmodelle gelten. Ein verschärfter Faktor von 1.0 (+ Fehlerspanne von 0.5) wird im Januar 2020 für alle neuen Modelle und im Januar 2021 für alle Modelle eingeführt.

[2] *As of September 2018, the WLTP will apply to all new cars registered. The RDE conformity factor of 2.1 will apply to all new vehicle models from September 2019 onwards. A tightened factor of 1.0 (+ error margin of 0.5) will be introduced in January 2020 for all new models and in January 2021 for all models.*

- *On-Board measurement of fuel consumption*
- *Amendment of EU Regulation 2017/1151*

Presse/*Press:* Dirty diesel also worse for the climate than petrol cars - study

18/09/2017

Two years after the Dieselgate scandal exposed the dirty nature of diesel cars, a new study by Transport & Environment (T&E) shows that diesel cars not only pollute the air but also emit more climate-change emissions (CO2) than petrol cars. A lifecycle analysis of vehicle emissions proves that diesel cars over its lifetime emit 3.65 tonnes of CO2 more than a petrol equivalent. Diesel's higher climate impact is due to a more energy-intensive refining of the diesel fuel; more materials required in the production of heavier and more complex engines; higher emissions from the biodiesel blended in the diesel fuel; and longer mileage because fuel is cheaper.

This analysis debunks carmakers' claim that diesel cars are needed to meet their climate targets. A glance at carmakers' marketing brochures and websites demonstrate that the difference between comparable diesel and petrol engines is negligible: from zero to a few grams of CO2. But diesel cars typically cost €2,000-3,000 more than petrol ones. Currently available alternatives such as petrol hybrid vehicles are priced similarly to diesel but emit around 20-25% less CO2.

Julia Poliscanova, clean vehicles manager, said: "Dieselgate already exposed diesel cars to be the dominant cause of toxic nitrogen dioxide across European cities that is killing 68,000 Europeans annually. Contrary to industry claims, we have learned diesel cars are also worse for the climate than petrol versions and are not needed to meet car co2 targets. Europe must now look forward and accelerate the transition to clean, electrified vehicles and consign dirty diesels to museums."

In Europe, the car market is skewed in favour of diesels through biased regulations and unfair taxes. Whereas the diesel share in Europe is around 50%, it is a niche product in the rest of the world. Europe buys 7 out of 10 diesel cars and vans sold globally while less than 1% of new vehicles sold in the US are diesel and in China, the world's largest vehicle market, diesel represents less than 2%.

The study finds three causes for Europe's addiction to diesel:

1. Distorted national fuel and vehicle taxes. Diesel fuel is taxed between 10% and 40% less than petrol in most countries. This "diesel bonus" costed national budgets almost €32 billion in lost tax revenue in 2016 alone;

2. Unfair EU Euro emission standards that for decades allowed diesel cars to emit more NOx than petrol. This has been exacerbated by the use of obsolete tests (recently updated) and ineffective regulatory oversight that has allowed carmakers to fit cheap, ineffective exhaust controls that they turn down or off most of the time;

3. Biased CO2 regulations that set weaker targets for carmakers producing bigger and heavier diesel vehicles.

Julia Poliscanova concluded: "The legacy of Dieselgate are the 37 million grossly polluting diesel cars still on Europe's roads. While some of them will be taken off German roads, these dirty cars will soon end up in Central and Eastern Europe choking citizens there. We need concerted and coordinated

action EU-wide to ensure these cars stop belching toxic fumes for another 10-15 years. It is time for the carmakers to take responsibility for their clean up and cash out for the local measures to tackle the urban air pollution crisis they have largely caused. National vehicle regulators must ensure this happens or the European Commission step in and sort out the mess."

There are over 37 million illegally dirty cars and vans driving across Europe and the industry response is a series of incoherent software fixes in some countries without a consistent clean-up programme for customers in all 28 EU countries. Around 68,000 people die prematurely in Europe every year as a result of toxic nitrogen dioxide spewed by diesel vehicles.

Quelle/*Source*: transportenvironment.org

Presse/*Press*: EU urges use of roadside sensors on car emissions

29/09/2017

The European Commission has called on national governments to use a measuring tool known as remote sensing to detect if cars driving on Europe's roads were emitting too many pollutants.

Panagiota Dilara, policy officer for motor vehicle emissions at the commission's industry directorate, told attendees of an event in the European Parliament on Thursday (28 September) that she was not aware of any member state using the roadside technology.

"Remote sensing is a powerful tool," said Dilara.

The concept is somewhat similar to using radar speed guns to determine if someone is driving too fast. Dilara said it was a way for authorities to identify car models that have suspiciously high emissions.

In the past two years it has emerged that the use of so-called defeat devices, which make a car appear cleaner during the official test than it actually was, was widespread in Europe.

The currently most often used method to spot dirty cars on-road is the portable emissions measurement equipment, or Pems, which is mounted on a single car to measure actual emissions.

Until the beginning of this month, all official tests were done only in a laboratory, but now cars coming on the road have to pass a Real Driving Emissions (RDE) test.

"We have to move on from the very dumb form of testing that we have at the moment, where we put a specially prepared vehicle into a laboratory," said clean transport campaigner Greg Archer, from the environmentalist organisation Transport & Environment.

"We run it for half an hour, we measure with enormous accuracy and massive reproducibility what the emissions are, and it bears no resemblance at all to how that car performs on the road. That's at the heart of our current scandal," he said.

Archer said the RDE test was "a massive step forward", and that remote sensing "is a really strong and complementary tool", that could be used in combination with Pems.

Deterrent

"It is clear that in most cases [of remote sensing] we need to do further testing to know what exactly went wrong for this vehicle," said Dilara.

"We think that together with our RDE legislation, if we apply things like remote sensing, it will be an appropriate deterrent to prevent both tampering and defeat devices," she added.

While defeat devices are typically put in cars by carmakers, for instance to cut costs, tampering with emissions filter technology is sometimes done by individual car owners, to boost performance or to save on fuel.

After the Dieselgate scandal, the EU parliament called on member states to "establish remote fleet monitoring schemes" by using roadside remote sensing equipment and/or on-board sensors.

Remote sensing is more prevalent in the United States, and several Americans attended Thursday's event in the parliament searching for business opportunities.

Only part of the puzzle

Vicente Franco, another policy officer at the EU commission, also supported the use of the tool, but warned against seeing it as a silver bullet.

Franco said the analogy with the radar speed gun only worked to an extent.

"If you register 70 kilometres per hour and the speed limit is 55, you can be pretty sure that that car was not in compliance and that you can fine that car," said Franco.

But the emissions of nitrogen oxides (NOx) are not as binary as going over the speed limit or not.

The NOx limits were measured in milligrams per kilometre, but they were sometimes clustered around "emission events" like acceleration, said Franco.

"If you happen to catch those events with remote sensing, it might look as if that car is very dirty, when actually it might just be a little bit unlucky," he said.

He said a "robust statistical analysis framework" was needed to be able to draw conclusions.

Additionally, even if remote sensing is deployed all across Europe, it is still up to national authorities to actually enforce the emissions legislation, something which, in the years before Dieselgate broke out, they neglected to do, and, even now, remain reluctant to do.

Quelle / *Source*: euobserver.com

Presse/*Press*: Scientists link 'Dieselgate' to 5,000 premature deaths per year in Europe

18/09/2017

Emissions from diesel cars rigged to appear eco-friendly may be responsible for 5,000 extra deaths from air pollution per year in Europe alone, according to a new study published on Monday (18 September).

The numbers are in line with previous assessments of deaths due to the so-called “Dieselgate” scandal, which erupted when carmaker Volkswagen admitted in 2015 to cheating on vehicle emissions tests. Many other carmakers have since fallen under suspicion.

In May this year, a study in the journal Nature said “excess” emissions from diesel vehicles exceeding certification limits were associated with about 38,000 “premature” deaths globally in 2015.

The new study, published in the journal Environmental Research Letters, focuses on the perils for Europe. The researchers from Norway, Austria, Sweden and the Netherlands calculated that about 10,000 deaths in Europe per year can be attributed to small particle pollution from light duty diesel vehicles (LDDVs).

Almost half of these would have been avoided if emissions of nitrogen oxides (NOx) from diesel cars on the road had matched levels measured in the lab.

Volkswagen admitted installing illegal software devices in cars that reduced emissions only for the duration of tests. If diesel cars emitted as little NOx as petrol ones, almost 4,000 of the 5,000 premature deaths would have been avoided, said the authors. The countries with the heaviest burden are Italy, Germany, and France, the team added, “resulting from their large populations and high share of diesel cars in their national fleets.”

Touted as less polluting, the share of diesel cars in Europe rose fast compared to petrol since the 1990s, and now comprise about half the fleet. There are more than 100 million diesel cars in Europe today, twice as many as in the rest of the world together, said the study authors.

Diesel engines emit less planet-warming carbon dioxide than petrol ones, but significantly more NOx. Road transport, said the study authors, contributed about 40% of NOx emissions in the countries of the European Union plus Norway and Switzerland. Composed of nitric oxide and nitrogen dioxide, NOx gases contribute to acid rain and suffocating smog.

Through long-term exposure, they can cause breathing problems, eye irritation, loss of appetite, corroded teeth, headaches, and chronically reduced lung function. “Excessive premature deaths will continue into the future until LDDVs with high on-road NOx emissions have been replaced,” said the study authors. Earlier this month, tougher emissions tests came into force in Europe.

Quelle / *Source*: 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:

Im Newsletter Juni-Juli wurden bereits die wichtigsten Teile der Richtlinienvorschläge (Einheitliche streckenbasierte Maut und Interoperabilität elektronischer Mautsysteme) unter dem Road-Package im Detail erläutert. Nachdem vor dem Sommer die Berichterstatter unter den Fraktionen beschlossen wurde, folgte nun die Zuteilung der weiteren Verantwortlichkeiten innerhalb der Fraktionen.

Mit Blick auf die Änderung der Wegekosten-Richtlinie dreht sich jedoch momentan die Diskussion um die Vereinbarkeit mit dem Subsidiaritätsprinzip. Ein Teil der aktuell veröffentlichten nationalen Positionen im Rat sehen das Subsidiaritätsprinzip verletzt. Auch die juristische Einschätzung des Centrums für Europäische Politik (CEP) sieht das Vorhaben als nicht vereinbar mit dem Subsidiaritätsprinzip. Knackpunkt des Problems ist die nicht vorhandene Gefahr der Wettbewerbsverzerrung im Pkw-Verkehr, welche im Falle von kommerziellen Waren- und Personentransport eine harmonisierte Regelung auf EU-Ebene rechtfertigt. Die Kommission betont jedoch, dass sie nicht beabsichtige Rechtsetzungsvorschläge zur Erhebung nationaler Straßennutzungsgebühren für Pkw vorzulegen.

Ich halte die Vereinbarkeit momentan auch als schwierig und den Zwang zur Ersetzung zeitbasierter Systeme als juristisch unverhältnismäßig. Eine vollständige Abschaffung von Vignettensystemen schätze ich als nicht rechtfertigbar ein. Ebenso möchte ich auch nochmal auf die bereits erläuterte Problematik von Ausweichverkehren verweisen (siehe Newsletter Juni-Juli). Diesen werden in dem aktuellen Vorschlag nicht genug/keine Aufmerksamkeit gewidmet. Auch wenn ich mit Blick auf den Umweltschutz eine streckenbasierte Maut präferiere, ist es europarechtlich schwierig und der Richtlinienvorschlag bedarf noch einiger grundlegender Änderungen. Im Übrigen hätte eine einheitliche streckenbasierte Maut auch Auswirkungen auf die momentan noch heiß diskutierte deutsche Maut, da diese ein zeitabhängiges System vorsieht und somit nur bis spätestens 2027 bestand hätte.

Status Quo:

The most important implications of the proposed directives under the road-package (distance-based toll and interoperability of electronic toll systems) have already been explained in the Newsletter June-July.

Before the summer, the rapporteur has been chosen by the fractions. Currently, the political groups distribute responsibilities internally. However, with a view to the amendment of the Directive on charging heavy goods vehicles, the current subject of the debate is the compatibility with the subsidiarity principle. The majority of the currently published national positions in the Council see a violation of the subsidiarity principle. The legal assessment of the Center for European Policy (CEP) also considers the project to be incompatible with the subsidiarity principle. The problem is the non-existent risk of distortion of competition in passenger car traffic, which justifies harmonized regulation at EU level in the case of commercial transport of goods and passengers. The Commission, however, stresses that

it does not intend to present legislative proposals for the collection of national road tolls for passenger cars.

At the moment, I consider the compatibility as a difficult one and the compulsion to replace time-based systems as disproportionate. I consider a complete abolition of vignette systems as not justifiable. Likewise, I would also like to refer to the already mentioned problem of shunpiking (see Newslettter June-July). The current proposal does not mention this problem at all. Although I prefer a distance-based system, considering the environmental advantages, the compatibility with European law is difficult and the proposal still requires some fundamental changes. By the way, a uniform distance-based toll would also have an impact on the still heavily discussed German toll, which is based on a time-dependent system and, hence, would only be valid until 2027.

Deutsche Infrastrukturabgabe / *German "Infrastructure Fee"*

 *For English, click here*

Letzter Stand:

Zwar bewegt sich momentan auf europäischer Ebene, insbesondere mit Blick auf die mögliche Klage Österreichs, recht wenig, dafür wird nun mit Spannung erwartet, welche Auswirkungen die Bundestagswahl auf die Maut haben wird. Da sowohl Bündnis 90/Die Grünen, die FDP und Teile der CDU (z.B. Armin Laschet) gegen die Maut sind, bleibt abzuwarten, ob das Thema Maut noch einmal angefasst wird und wenn ja, wie sich die CSU in den Koalitionsverhandlungen durchsetzen kann bzw. ob es überhaupt zu einer Jamaika-Koalition kommt. Es gibt also einige Fragezeichen und es bleibt nichts anderes übrig als die Koalitionsverhandlungen abzuwarten.

Jedoch macht die deutsche Maut gerade Schule, welches (ironischerweise) deutsche Autofahrer einiges kosten könnte. Auf Grundlage des geplanten deutschen Mautsystems überlegt man nun auch in Dänemark eine ähnliche Maut einzuführen. Auch wenn dies nun erstmal Gegenstand einiger politischer Diskussionen in Dänemark sein dürfte, geistern schon jetzt Zahlen von ca. 130 Euro/Jahr für ausländische (also auch deutsche) Autofahrer durch einige Medienportale. Ich kann jedoch nur hoffen, dass die Dänen diesbezüglich bessere Europäer sind als die Deutschen und ein solches Vorhaben schnell verwerfen. Bei einer solchen Maut sind nicht nur entsprechende Mehreinnahmen fragwürdig, sondern sie gefährdet auch die Freizügigkeit in Europa.

 ***Status Quo:***

Currently, there's little progress regarding the German toll, particularly, with regard to Austria's possible action. However, the impact of the Bundestag election on the toll will now be eagerly awaited. Since both the Green-Party (Bündnis 90/Die Grünen), the Liberal-Party (FDP) as well as parts of the Christian-Democrats (CDU – e.g. Armin Laschet) are against the toll, it remains to be seen whether the issue of tolls is will be reviewed again and if so, whether the Christian Social Union Bavaria will be able to push it through the coalition negotiations (if the coalition negotiations succeed at all). There

are a few question marks, and there is no choice but to wait for the negotiations.

However, the German toll seems now to be a thing in Europe, which (ironically) German drivers could cost a lot. On the basis of the planned German toll system, a similar toll has now been proposed in Denmark. Despite the early stage of this proposal, some media outlets already have potential price tages of about 130 Euro/a year for foreigners. I can only hope that the Danes are better Europeans than the Germans in this regard and quickly reject such an undertaking. Not only the promised profit is questionable but such tolls are also a threat for free movement in Europe.

Connected Cars – Zugang zu den Fahrzeugdaten / Access to Car Data

Letzter Stand: ***Status Quo:***	Bis/*until* 28/07/2017	Öffentliche Konsultation: Evaluation of the Intelligent Transport Systems (ITS) Directive *(EAC beteiligte sich)* *Public Consultation:* Evaluation of the Intelligent Transport Systems (ITS) Directive *(EAC participates)*
	14/06/2017	Veröffentlichung der „Certificate Policy for Deployment and Operation of European C-ITS" *Publication of the* „Certificate Policy for Deployment and Operation of European C-ITS"
	10/01/2017	Veröffentlichung des EC-Papiers „Building a European Data Economy" *Publication of the EC-document* "Building a European Data Economy" **[gekürzt / *abridged*]**
Nächster Schritt: ***Next Step*:**	18/10/2017	Veröffentlichung der GEAR 2030 Schlussfolgerungen *Publication of the GEAR 2030 Conclusions*

For English, click here

Letzter Stand: Im Rahmen der „C-ITS Platform"[3] haben sich Industrievertreter und die Behörden am 22. September bezüglich einer weiterentwickelten gemeinsamen Vision zum interoperablen Einsatz von kooperativen intelligenten Verkehrssystemen (C-ITS) in Richtung der kooperativen, verbundenen und automatisierten Mobilität (CCAM) in der EU beraten. Nachdem im Januar 2016 die erste Phase der Plattform beendet und ein entsprechender Abschlussbericht veröffentlich wurde, setzt die zweite Phase und der entsprechende Bericht dort an und formuliert beispielsweise nun

[3] Die „C-ITS Platform" dient der Entwicklung von Visionen, Policy-Empfehlungen für die Entwicklung einer Roadmap und Implementations- bzw. Einsatzstrategie für den interoperablen Einsatz von C-ITS in der EU und soll.

konkretere Umsetzungsbedingungen für Themen, die bereits in der ersten Phase diskutiert wurden. Der Bericht beschäftigt sich generell mit dem gemeinsamen technischen und rechtlichen Rahmen, der für den Einsatz von C-ITS notwendig ist, und berücksichtigt auch die Bedürfnisse und Möglichkeiten eines höheren Automatisierungsgrades bei Fahrzeugen.

Ein erster Teilbericht der zweiten Phase wurde bereits im Juni veröffentlicht. Dieser definierte das europäische C-ITS Vertrauensmodell auf Basis von „Public-Key-Infrastruktur."[4] Es wird von weiteren Dokumenten, darunter der „Security-Policy", welche momentan entworfen wird, zu einem späteren Zeitpunkt ergänzt.

Im Bereich Datenschutz wurde sich darauf geeinigt, dass eine rechtliche Basis für die Verarbeitung persönlicher Daten auf einer gesetzlichen Verpflichtung beruhen sollte, in der die Verarbeitung von Daten für die Durchführung einer im öffentlichen Interesse durchgeführten Aufgabe erforderlich ist. Dafür wird empfohlen ein gemeinsames EU-Rechtsinstruments zu verabschieden, welches die allgemeinen Bedingungen für die Rechtmäßigkeit der Verarbeitung personenbezogener Daten sowie die Art der verarbeiteten Daten und die betroffenen Personen spezifiziert. Der Bericht empfiehlt ebenfalls weitere Spezifikationen zu der rechtlichen Definition der verantwortlichen Daten-Controller (Behörde oder natürliche/juristische Person), der Entitäten mit Zugriffsbefugnissen, Zweckbeschränkungen, Speicherzeiten usw.. Bis zur Verabschiedung eines solchen Instruments empfiehlt der Bericht entweder eine vertragliche Basis zwischen Datennutzer und Datensubjekt (ggf. sehr komplex) oder eine Rechtsgrundlage der Zustimmung.

Ebenso Thema des Berichts waren C-ITS Konformitätsgutachten, Hybrid-Kommunikation, Unterstützung von Städten beim Einsatz von C-ITS, sowie mögliche Geschäftsmodelle. Der zweite Teil des Berichts führt dann weitere Auswirkungen und Folgen auf Automatisierungen in der Stadt, Straßensicherheit, physische und digitale Infrastruktur, und Verkehrsmanagement im Kontext von CCAM aus. Generell lassen sich die Empfehlungen folgendermaßen zusammenfassen: Zwar birgt C-ITS und CCAM großes Potential, beispielsweise in der Straßenverkehrssicherheit, aber zum anderen bedarf es der Unterstützung für (lokale) Regierungen/Behörden bei der Umsetzung, klare gesetzliche Grundlagen und Regeln, und verstärkte europäische Zusammenarbeit.

Zwar spricht der Bericht viele wichtigen Herausforderungen und Implikationen von C-ITS und CCAM an und formuliert entsprechende Empfehlungen, jedoch bleibt abzuwarten, wie die konkrete Umsetzung und Ausarbeitung aussehen wird.

C-ITS Platform Phase II (Final Report) hier

Um etwas Praktischeres ging es während der IAA in Frankfurt. Dort begrüßten die EU-Kommissare Oettinger, Bulc und Gabriel die Zusage mehrerer EU-

[4] Die Public-Key-Infrastruktur stellt ein digitales Zertifikat zur Verfügung, das der Identifizierung einer Person oder eines Unternehmens dient. Zudem bietet sie Verzeichnis-Dienste zum Speichern und gegebenenfalls auch zum Widerrufen von Zertifikaten.

Mitgliedstaaten, grenzüberschreitende Tests für automatisierten Fahren durchzuführen. In einer gemeinsamen Erklärung kündigten die Kommissare an: „*Member States and industry commit to cross-border testing in Finland, Norway and Sweden. These new tests will complement tests already taking place between Germany, France, Luxembourg, Belgium, the Netherlands, Portugal and Spain. We soon expect more Member States to make commitments to such tests. Member States have also tasked the Commission to develop a common European approach to testing, to ensure that smart vehicles can travel smoothly across Europe.*"

Sonstiges:

Zusätzlich zum C-ITS Plattform-Abschlussbericht wurden eine Studie vom JRC veröffentlicht, welche positive sowie negative Folgen von zunehmender Vernetzung und Automatisierung erforscht, insbesondere mit Blick auf die Reduktion von Straßenverkehrsunfällen (durch Beseitigung von menschlichen Fehlern), Verkehrsstaus, Verkehrsbelastung und Energieverbrauch sowie Steigerung der Produktivität, Komfort und Zugänglichkeit. Der Bericht verdeutlicht die Notwendigkeit fortschrittlicher Managementstrategien und Koordinationssysteme, um die potenziellen Vorteile von kooperativen, verbundenen und automatisierten Systemen für die Verkehrssicherheit und der Verkehrseffizienz auszuschöpfen. In diesem Zusammenhang wurde eine Reihe von Anforderungen diskutiert: Technologie und Infrastruktur, Daten, Ethik, Policies, und gesetzliche Bestimmungen. Auch wenn die Studie einige interessante Grundsatzdiskussionen beinhaltet, bestätigen die Erkenntnisse nur schon bekanntes. So werden beispielsweise die Problematik fehlender rechtlicher Rahmen und die Datensicherheit angesprochen.

Schlussbericht der Studie hier.

Status-Quo:

On 22nd September, representatives of industry and public authorities met under the C-ITS Platform[5] to discuss an enhanced common vision for the interoperable use of cooperative intelligent transport systems (C-ITS) in the direction of cooperative, connected and automated mobility (CCAM) in the EU. After the first phase of the platform was completed in January 2016 and a final report was published, the second phase and the corresponding report continue there and formulate, for example, more concrete implementation conditions for topics that have already been discussed in the first phase. The report deals in general with the common technical and legal framework necessary for the use of C-ITS and also takes into account the needs and possibilities of a higher degree of automation in vehicles.

A first partial report on the second phase was published in June. It is supplemented by further documents, including the "Security Policy", which is currently being drafted, and shall be published at a later date.

In the area of data protection, it was agreed that a legal basis for the processing of personal data should be based on a legal obligation requiring the processing of data for the performance of a task carried out in the public interest. To this end, it is recommended that a common EU legal instrument be adopted, specifying the general conditions for the legality of the processing of personal data, the nature of the data processed and the persons concerned.

[5] *The "C-ITS Platform" serves to develop visions, policy recommendations for the development of a roadmap and implementation or deployment strategy for the interoperable use of C-ITS in the EU and should.*

The report also recommends further specifications on the legal definition of the responsible data controller (authority or natural person/legal entity), entities with access rights, restrictions on purpose, storage times, etc. Until such an instrument is adopted, the report recommends either a contractual basis between data user and data subject (very complex, if necessary) or a legal basis of consent.

The report also covered C-ITS conformity assessments, hybrid communication, support for C-ITS deployment in cities, and possible business models. The second part of the report then looks at further impacts and consequences on urban automation, road safety, physical and digital infrastructure, and traffic management in the context of CCAM. Generally speaking, the recommendations can be summarized as follows: although C-ITS and CCAM have great potential, for example in road safety, support for (local) governments and authorities in implementing them, clear legal bases and rules, and enhanced European cooperation are needed.

While the report addresses many important challenges and implications of C-ITS and CCAM and makes recommendations, it remains to be seen what concrete implementation and elaboration will look like. For something more practical, it was during the IAA in Frankfurt. There, EU Commissioners Oettinger, Bulc and Gabriel welcomed the commitment of several EU Member States to carry out cross-border tests for automated driving. In a joint statement, the Commissioners announced: "Member States and industry commit to cross-border testing in Finland, Norway and Sweden. These new tests will be carried out by the United States, France, Luxembourg, Belgium, the Netherlands, Portugal and Spain. We are waiting for more tests. Member States have the task to develop a common European approach to testing.

C-ITS Platform Phase II (Final Report) here

Something more practical was discussed during the IAA in Frankfurt. EU Commissioners Oettinger, Bulc and Gabriel welcomed the commitment of several EU Member States to carry out cross-border tests for automated driving. In a joint statement, the Commissioners announced: „Member States and industry commit to cross-border testing in Finland, Norway and Sweden. These new tests will complement tests already taking place between Germany, France, Luxembourg, Belgium, the Netherlands, Portugal and Spain. We soon expect more Member States to make commitments to such tests. Member States have also tasked the Commission to develop a common European approach to testing, to ensure that smart vehicles can travel smoothly across Europe."

Other:

In addition to the C-ITS Platform Final Report, a study has been published by the JRC that explores the positive and negative consequences of increasing networking and automation, particularly with regard to reducing road accidents (by eliminating human error), congestion, congestion and energy consumption, as well as increasing productivity, comfort and accessibility. The report highlights the need for advanced management strategies and coordination systems to exploit the potential benefits of cooperative, connected and automated systems for road safety and transport efficiency. In this context, a number of requirements were discussed: technology and infrastructure, data, ethics, policies, and regulatory requirements. Even

though the study contains some interesting fundamental discussions, the findings only confirm what is already known. For example, the problems of missing legal frameworks and data security are addressed.

Final report here

Presse/*Press*: Speech at the Driving Future Platform in the European Parliament

05/09/2017

[…]

Transport is key to our economic and social cohesion. Both in the EU and globally. Despite the huge importance of the sector, we can see many changes happening.

Indeed, we are driving into a new future where the whole notion of 'driving' will be re-defined. Driving may no longer be about holding the wheel and watching the road but about sitting back and reading a newspaper, holding a meeting, or even playing games. Today's kids may therefore never have a driver's licence and the concept of 'car accidents' might be something they will learn about in their history books. Even air pollution, which kills hundreds thousands of Europeans prematurely every year could sound to them like some medieval epidemic - simply because these problems will have been solved. Connected and automated driving will be a major driver to reduce accidents, air pollution, fight climate change and reduce import dependency of energy – thus contributing to economic prosperity and political stability.

This is our vision for the future. This has to be seen in the broader context of the significant changes that are transforming mobility, which the Commission addressed more comprehensively in our Communication "Europe on the Move" , adopted at the end of May.

On the ground, we're moving fast. We already enjoy advanced driver assistance systems (such as lane keeping assistance or emergency braking). By 2019, we expect to see the first generation of cooperative vehicles. But of course, major challenges remain. We still have to handle some great challenges, including upgrading our communication infrastructure, addressing cybersecurity threats, or ensuring data protection. There are also the questions about the industrial impact: how do we ensure Europe takes the lead and enjoys the first mover's advantage? There are societal questions about ensuring a smooth transition and of course ethical and legal questions.

This kind of questions cannot be solved in isolation from one another. And they cannot be solved in silos of specific sectors or industries. They require a joint and holistic approach between industries, between the private and public sectors, between European countries.

I can assure you that we, in the Commission, see this topic as a high priority and we see our role in steering, accelerating, and supporting the emerging European market of autonomous cars. How?

We can financially support research in order to keep a European advantage in the global automobile industry. We can build cross-border platforms for exchanges of knowledge, technical expertise and best practices. Investment support for cross-border infrastructure.

And we can ensure a stable and consistent regulatory environment across the entire EU market. Yes, our goal is to pour oil, not sticks, in the wheels of this transition!

And that is exactly what we have been doing over the past years. I will not be able to provide a full overview of what we have been doing along those lines, but let me briefly give some examples.

When it comes to funding, we have used the Connecting Europe Facility 2016, inviting proposals on creating synergies between new technologies in different fields, such as connectivity, cooperative systems, and automation. The idea is to build on the existing Cooperative Intelligent Transport Systems (C-ITS) services and build new ones.

As of next year, the Commission will also fully-fund a 4 year pilot phase of a European Cyber Security Credential Management System - which will be open to all stakeholders. This involves the setup of central coordination functions as well an operational EU Root Certification Authority. It will allow all European deployment initiatives to ensure interoperability, security and trust of communications.

We have also been active in ensuring coherence across the EU market. The Commission supports the C-ROADS platform which ensures cross-border pan-European interoperability. This target was originally set by the automotive industry and I'd like to thank your representatives here for continuously being vocal on this commitment.

The importance of cross-border corridors for testing new technologies was also reflected in the Letter of Intent which was sent recently by all EU27 countries, plus Switzerland and Norway. It further enhances the position of the High Level Roundtable of Telecom and Automotive Industries.

Finally, we have been working towards concrete proposals such as last November's European Strategy on Cooperative Intelligent Transport Systems (C-ITS) which sets the scene for future development of connectivity, cooperative and automated systems.

Last but not least, the high Level Group Gear 2030 has just completed its work of developing a comprehensive set of policy and regulatory recommendations focused on the deployment of advanced automated vehicles in the future.

So what are our next steps from here?

First, the platform of Cooperative Intelligent Transport Systems will publish the final report of its second phase on 20 September. We expect to see C-ITS equipped vehicles on European roads by 2019. The Commission will also provide legal certainty for C-ITS deployment in 2018.

The GEAR 2030 conclusions (on 18 October) will result in a roadmap focusing on political, ethical and regulatory aspects to ensure an effective deployment of connected and automated vehicles in the years to come.

Soon after, we will publish the 2018-2019 Work Programme of Horizon 2020 where a whole chapter will be dedicated to automation.

But the next few months will see more than reports and recommendations. Very concretely, this year the C-ROADS platform will double the number of its members, of its deployment initiatives and its investments in digital road infrastructure. This means tangible progress by authorities and road

operators towards the harmonisation of cooperative intelligent transport systems across Europe. We must stay on this fast track.

As already announced, we will present the second mobility package towards the end of the year. It will include new CO2 emissions standards for cars and vans, and a revision of the EU legislation on clean vehicles. This will accelerate the uptake of low-emission public transport vehicles such as buses.

Yet, I am well aware that electrification will only happen with adequate infrastructure and better batteries. Our services are therefore analysing the national alternative fuel infrastructure plans and will issue recommendations and proposals for financing as well. As for batteries we're working hand in hand with various stakeholders in order to push for the next generation of manufacturing – here in Europe.

Ladies and Gentlemen,

I have tried to give you a sense of how we, the EU institutions can and will support this transition. But we will not make this transition from here in Brussels. We are counting on Europe's industry to take the lead. Europe was a global leader of the previous industrial revolutions, literally paving the way of the rail and train industries and later the automotive industries. Let us also lead this third industrial revolution which is based on clean, connected, and competitive mobility.

This means embracing new technologies without necessarily waiting for consumer demand. Look, for example, at the transition from mobile phones to smart phones, or from traditional watches to digital ones. These success stories were driven by supply of new technologies; not by demand for new solutions. You know better than I do that when there's a true value proposition, the market follows.

If you don't do it; other companies will and will enjoy the first mover's advantage. That is why a 'business as usual' approach is doomed to fail. Our industries, especially the car industry, will have to constantly re-invent themselves.

I would also like to call on the private sector to recognise the need of investment in physical and digital infrastructures. These investments will need to cover the creation, maintenance and storage of large amounts of data, as well as the means to share this data across platforms, brands and borders. There are great opportunities in these fields!

As I mentioned, the EU will provide assistance but we cannot and should not replace the private sector.

Let me conclude by using the opportunity of being here in the European Parliament. I'd like to kindly urge our colleagues in this House to prioritise the legislation that we have put on the table as part of the Energy Union, including this field of mobility. We made every effort to put all the legislation on the table as early as possible into this mandate. Indeed, by the end of last year 90% of the legislation of the Energy Union had been presented and we are working now on the last pieces. This fast pace had the clear goal of allowing us to complete the legislative process before the end of our term. […]

Quelle/*Source*: ec.europa.eu

Straßenverkehrssicherheit */ Road Safety*

Sicherheit von Fahrzeugen und Fußgängern / *Safety of Vehicles and Pedestrians*

Letzter Stand *Status Quo:*	28/09/2017	IMCO Abstimmung über den Entwurf einer Stellungnahme vom Berichterstatter Daniel Dalton *IMCO Vote on the Draft Opinion of Rapporteur Daniel Dalton*
	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*
Nächster Schritt ***Next Step*:**	13/11/2017	Vorläufiges Datum der Plenarsitzung, 1. Lesung/Einzellesung *Indicative plenary sitting date, 1st reading/single reading*
	31/07/2017-22/10/2017	Öffentliche Konsultation zur Überprüfung der Verordnung über die allgemeine Fahrzeugsicherheit und der Verordnung zum Schutz von Fußgängern *Public Consultation on the revision of the Vehicle General Safety Regulation and the Pedestrian Safety Regulation*

Letzter Stand:

2015 veröffentlichte die Kommission einen Bericht über Technologie und Maßnahmen für die Sicherheit im Straßenverkehr. In diesem Bericht wurden erste Informationen über Kosten, Nutzen und die Realisierbarkeit für etwa 50 potentielle Maßnahmen vorgelegt, die im Rahmen der Änderung der allgemeinen Sicherheitsverordnung und der Fußgängersicherheitsverordnung umgesetzt werden könnten. Mit Blick auf eine zukünftige Verordnung wählte die Kommission 24 mögliche Maßnahmen aus. Diese wurden nun in einer weiteren sehr ausführlichen Kosten-Nutzen-Analyse analysiert, um auch die Ergebnisse der Studie von 2015 zu aktualisieren. Da die Details zu den einzelnen Maßnahmen hier nicht weiter relevant sind, verweise ich hier auf den Bericht der Studie.

Im Zuge des am 12. Dezember 2016 veröffentlichten Berichts der Kommission an das Parlament und den Rat mit den 24 expliziten Fahrzeugsicherheitsmaßnahmen wurde am 6. Juni dieses Jahres von Berichterstatter Daniel Dalton (EKR) ein Entwurf einer Stellungnahme erarbeitet. Über diesen wurde jetzt am 28. September im IMCO-Ausschuss abgestimmt. Es wurden 38 Änderungsanträge zum Entwurf eingereicht, auf

deren Grundlage der Berichterstatter und die Schattenberichterstatter vier Kompromissänderungen erarbeitet haben. Generell gibt es große Zustimmung und Einigkeit bezüglich der neuen Sicherheitsanforderungen bzw. der weiteren Verbesserung der Verkehrssicherheit in der EU. Ebenso wird betont, dass die Kontrolle über Typgenehmigungsgremien erhöht und schnelle Entschädigungen für die Verbraucher sowie der Zugang zu wirksamen Rechtsbehelfen angestrebt werden sollte. Zu begrüßen ist ebenfalls, die Betonung, dass die Förderung neuester Sicherheitstechnologien nicht nur mehr Sicherheit, sondern auch Jobs und Innovation bedeuten kann. Im TRAN-Ausschuss wird am 12. Oktober ein eigener Initiativbericht von Berichterstatter Dieter-Lebrecht Koch (EPP) verabschiedet, der auch in den Legislativvorschlag einfließen soll. In der Debatte, forderten die Abgeordneten strengere Vorschriften auf Unionsebene, wie z. B. eine Null-Toleranz-Politik für betrunkene Autofahrer in der gesamten Union. Sie hoben die Notwendigkeit einer angemessenen Infrastruktur zur Gewährleistung der Straßenverkehrssicherheit, eines besseren Schutzes der schwächsten Verkehrsteilnehmer, des Einsatzes von On-Board-Systemen und allgemein die dringende Notwendigkeit einer Verringerung der Zahl der Verkehrstoten hervor.

Status-Quo:

In 2015, the Commission published a report on technology and road safety measures. This report provided initial information on the costs, benefits and feasibility of some 50 potential measures that could be implemented in the framework of the amendment of the general safety regulation and the pedestrian safety regulation. With a view to a future regulation, the Commission has selected 24 possible measures. These have now been analysed in another very detailed cost-benefit analysis to update the results of the 2015 study. As the details of the individual measures are not relevant here, I refer here to the study's report.

In the course of the Commission's report to Parliament and the Council, published on 12 December 2016, containing the 24 explicit vehicle safety measures, a draft opinion was prepared on 6 June this year by the rapporteur Daniel Dalton (EKR). The IMCO Committee has now voted on this on 28 September. 38 amendments have been tabled to the draft, on the basis of which the rapporteur and the shadow rapporteurs have drawn up four compromise amendments. In general, there is broad agreement and consensus on the new safety requirements and the further improvement of road safety in the EU. It also stresses the need to increase control of type-approval bodies and to seek rapid compensation for consumers and access to effective redress. It is also to be welcomed that the promotion of the latest security technologies can mean not only more security, but also jobs and innovation. On 12 October, the TRAN Committee adopts its own own-initiative report by the rapporteur, Dieter-Lebrecht Koch (EPP), which is also to be incorporated into the legislative proposal. In the debate, MEPs called for stricter rules at Union level, such as a zero-tolerance policy for drunken drivers throughout the Union. They stressed the need for an adequate infrastructure to ensure road safety, better protection for the weakest road users, the use of on-board systems and, more generally, the urgent need to reduce the number of road deaths.

Straßeninfrastruktur und Tunnelsicherheit / *Road Infrastructure and Tunnel Safety*

Letzter Stand: ***Status Quo:***	13/06/2017	Veröffentlichung der Road-Map zur Revision von 2008/96/EG und 2004/54/EG *Publication of the Road-Map on the revision of 2008/96/EC and 2004/54/EC*
Nächster Schritt: ***Next Step*:**	Bis/*until* 10/09/2017	Öffentliche Konsultation zu Straßeninfrastruktur und Tunnelsicherheit (EAC beteiligt sich) *Public consultation on road infrastructure and tunnel safety (EAC participates)*
	4. Quart. 2017	Entscheidung der Kommission *Decision of the Commission*

Meldungen zu weiteren Themen / *Reports on further topics*

25/07/2017

Presse/*Press*: Daimler-Studie des Landes Baden-Württemberg bleibt in der Schublade - "Stuttgarter Regierung hält Gigaliner-Studie geheim"

Eine halb von Daimler und halb mit Steuergeld finanzierte Studie rechnet negative Auswirkungen des Riesen-Lkw-Verkehrs schön - und kann trotzdem keine Klimavorteile nachweisen. Bleibt das Papier deshalb bis nach der Bundestagswahl unter Verschluss?

Mit Befremden reagieren Umwelt- und Verkehrsverbände auf die Geheimhaltung einer vom Land Baden-Württemberg lange angekündigten Studie zu Klimaeffekten von Gigalinern. "Zuerst agiert die Stuttgarter Landesregierung beim Thema Lang-Lkw ohne Distanz zur Herstellerlobby, indem sie eine gemeinsame Studie in Auftrag gibt und nun bleibt die längst überfällige Studie auch noch unter Verschluss", warfen ACV, Allianz pro Schiene, BUND und Deutsche Umwelthilfe (DUH) der Landesregierung am 25. September in einer gemeinsamen Mitteilung vor. Nachdem eine Kurzfassung der Studie bereits am 23. August öffentlich geworden war, kündigte die Landesregierung in Stuttgart die Langfassung der brisanten Ergebnisse für Ende August an. Auf Anfrage teilte das Stuttgarter Verkehrsministerium jetzt mit, die Studie käme frühestens im Oktober, einen Termin könne man aber noch nicht nennen. "Baden-Württemberg verliert in der seit Jahren äußerst kontrovers geführten Gigaliner-Debatte dramatisch an Glaubwürdigkeit. Es ist offenkundig, dass dieses strittige Papier bis nach der Bundestagswahl zurückgehalten werden soll", kritisierten die Verbände.

DUH: Stuttgarter Landesregierung macht Kniefall vor Daimler

DUH-Geschäftsführer Jürgen Resch: "Der Daimler-Konzern benutzt das Land als Feigenblatt im Gigaliner-Poker." Schriftlich habe die Stuttgarter Landesregierung den Verbänden mitgeteilt, dass die Erstellung der Studie von Daimler "beschlossen" worden sei, das Untersuchungskonzept "gemeinsam (mit dem Verkehrsministerium des Landes) erarbeitet" wurde und die Studie "zu gleichen Teilen von der Daimler AG und dem Land Baden-Württemberg finanziert" werde. Resch: "Das Land hat damit den

Kniefall vor der Lkw-Industrie dokumentiert. Daimler hat's beschlossen, Daimler hat's erarbeitet, Daimler hat's finanziert - und die eigentlich dem Gemeinwohl verpflichtete Landesregierung verheimlicht der Öffentlichkeit die Ergebnisse."

Allianz pro Schiene: Methodische Mängel der Gigaliner-Studie: Aussagekraft fraglich

Vor diesem Hintergrund kritisierte Allianz pro Schiene-Geschäftsführer Dirk Flege "methodische Mängel und für den Lkw schöngerechnete Zahlen" in der bereits bekannten Kurzfassung. Bei der Abschätzung, wieviel Fracht von den klimaschonenden Güterbahnen auf die überlangen Lkw abwandern könnte, seien "wesentliche Gütergruppen ausgeblendet worden". Flege: "Obwohl 'Metalle und Metallerzeugnisse' bei den bisherigen Praxiseinsätzen der Gigaliner die größte identifizierte Warengruppe darstellten, haben die Autoren der Studie unterstellt, dass in diesem Marktsegment keine Güter von der Bahn abwandern würden." Auch hätten die Autoren die Abwärtsspirale bei den Güterbahnen nicht berücksichtigt, sollten einzelne Transporte auf den Lkw verlagert werden. Wegen des hohen Fixkostenanteils wird bei Wegfall weniger Waggons häufig der ganze Zug eingestellt", so der Geschäftsführer des gemeinnützigen Verkehrsbündnisses.

BUND: Prognostizierte Klimavorteile von Lang-Lkw nicht nachweisbar

"Obwohl die Grundannahmen zu Gunsten der Lang-Lkw gesetzt wurden, liefert die Studie für den Gigaliner nicht den erwünschten Rückenwind", urteilt der Leiter Verkehrspolitik des BUND, Werner Reh. Laut Daimler-Studie würden die Treibhausgase im Verkehr durch die Lang-Lkw nur um 0,1 Prozent verringert. Reh: "Klimapolitisch sind Gigaliner selbst unter den von der Industrie gesetzten Prämissen ein Flop. In Wahrheit wird der CO2-Ausstoß durch die Gigaliner sogar zunehmen, wenn man realistisch annimmt, dass künftig auch internationale Verkehre zugelassen werden und massiver Druck auf die Erhöhung der Gewichte gemacht wird."

ACV: Riesen-Lkw: Gefahren für die Verkehrssicherheit bleiben

Auch für die Verkehrssicherheit seien Gigaliner eine Gefahr, warnt der ACV (Automobil-Club Verkehr). Geschäftsführer Horst Metzler: "Unsere Sicherheitsbedenken werden durch die Daimler-Studie nicht entkräftet. Die Überholvorgänge dauern länger, Nothaltebuchten in Tunneln sind zu kurz, die Bahnübergänge sind nicht auf längere Lkw ausgelegt und auch die Kreisverkehre sind zu klein. Außerdem zeigt der Blick in europäische Nachbarländer, dass nach Einführung längerer Lkw sehr schnell auch die Gewichtsgrenze fällt, die derzeit noch bei 40 Tonnen liegt. In Deutschland sind Leitplanken, Straßenbelag und Brücken jedoch nicht für 60-Tonnen-Ungetüme ausgelegt, wie sie bereits in den Niederlanden und Skandinavien fahren." Wohin die Reise gehen wird, zeigt die Studie, die für 2030 mit einer Zulassung der Gigaliner auf allen Autobahnen und Bundesstraßen rechne.

Bürgerplattform sammelt Unterschriften gegen Riesen-Lkw

Die vier Verbände appellierten an die Bevölkerung, den Landesverkehrsministern "die Rote Karte für den Gigaliner-Einsatz zu zeigen". Riesen-Lkw dürfen in Deutschland nur auf einem vom Bundesverkehrsministerium definierten Teil des Straßennetzes in Deutschland fahren, welchen die Länderverkehrsminister dem Bund zuvor gemeldet haben. Die Allianz pro Schiene und die Umweltverbände BUND und DUH haben dafür eigens eine Internetseite (www.keine-gigaliner.de) eingerichtet, von der Protestmails an die Landesverkehrsminister verschickt werden können. Der ACV unterstützt als Partner die Aktion. Auch ist beim Verwaltungsgericht Berlin eine Klage der Allianz pro Schiene, des BUND und der DUH anhängig, mit der der Regelbetrieb der Gigaliner juristisch gestoppt werden soll.

Quelle/*Source*: presseportal.de

18/09/2017

*Presse/***Press***:* It's time to switch gears on electric vehicle uptake across Europe

European Mobility Week—which is taking place in Brussels this week under the theme of clean, shared and intelligent mobility—provides a good opportunity to take stock of what has been achieved to date, and what is still required to enable and accelerate the uptake of electric vehicles in Europe, write Hans De Keulenaer and Diego Garcia Carvajal.

Where are we now?

After the summer break, Brussels has a full legislative agenda on the table for autumn, including key discussions on energy. The level of ambition that is ultimately agreed on will define the European Union's reputation as leading the way towards a near 100% renewable energy system.

More importantly, it will determine to what extent EU member states can unleash the potential of stringent legislation in terms of stimulating job creation, growth and competitiveness.

While the Clean Energy for All Package does not specifically cover transport as a sector, the Commission's proposal for a revised Energy Performance of Buildings Directive (EPBD) does introduce a vital new element in its Article 8, calling on member states to install (pre-equipment for) charging points in new and substantially refurbished buildings.

Mandating such building "readiness" for electric-charging points would facilitate meeting consumers' charging needs. This provision comes on top of the current Member State implementation of the Alternative Fuels Infrastructure Directive (AFID), which largely focuses on expanding the number of—and ensuring interoperability between—Europe's publicly accessible recharging points.

If the requirement of charging points in buildings makes its way through the EPBD trilogue negotiations, this would send a strong signal to investors and consumers that the time for a significant uptake of electric vehicles across Europe is now.

What needs to be done

We already know that the potential in terms of environmental, social and economic benefits is enormous.

A new study commissioned by the European Copper Institute and published during European Mobility Week shows just how big: a large-scale integration (80% penetration) of electric vehicles into the European passenger vehicle stock would account for 8.6% of the EU's CO2 emission reduction target for 2050, taking into account any remaining emissions from additional power generation.

It would also help address Europe's significant energy import dependencies, which are particularly marked in the transport sector: transport in Europe is currently 94% dependent on oil, a massive 84% is imported, at a cost of up to €1 billion per day, with an environmental bill that can never be repaid.

At member state level, the UK recently became the latest country to announce the phasing out of diesel- and petrol-fuelled cars, only weeks after France announced a similar plan to reduce air pollution and become a carbon-neutral nation.

It is clear that Europe as a whole is moving towards the end of fossil-fuel cars, albeit at vastly different speeds. So, let's accelerate the EU energy transition through electric vehicle promotion to unleash the environmental benefits and leverage jobs and growth across the European Union.

The report on electric vehicle uptake identifies three main barriers: 1) the high initial cost of vehicles, 2) a low level of consumer acceptance and 3) the lack of recharging and refuelling stations.

The current EU legislative work—the AFID and the EPBD—could help address barrier 3 and, in doing so, respond to many consumers' concerns about electric vehicles, thus also tackling 2. Meanwhile, the increasing uptake of electric vehicles is addressing barrier 1: electric vehicle parity is on the horizon, not just at the level of total cost of ownership, but even with regards to initial purchase price.

The role of copper

Copper is more relevant than ever as we move towards a more sustainable future: it is a key component of electric vehicles, playing an important role in their batteries and control systems as well as charging infrastructure. It is also key for renewable energy solutions, such as solar and wind, to feed electric vehicles with green electricity.

Copper can also replace rare-earth materials: the European Copper Institute was recently selected for a Horizon 2020 project to improve performance and reduce the cost of electric vehicle motor technologies by incorporating advanced copper products instead of rare-earth materials. This is good news in terms of security of material supply and from a sustainability point of view.

As an active stakeholder in enabling Europe's ambitious shift to a cleaner energy future, contributing expertise, experience and data to advance this goal is a key activity for the European Copper Institute.

The new report on Electric Vehicles is one example, another is the DecarbEurope Initiative, through which a number of solutions providers across industries and sectors are working together to facilitate the move towards a truly low-carbon economy.

Going forward, more coordinated action and synergies must be created across industries and sectors to reach the EU's 2030 climate target. Let's make sure transport is properly anchored within these efforts by providing the right legislative framework and support for electric vehicles to take off.

Quelle/*Source*: euractiv.com

Termine / *Dates*

Sitzungstermine / *Meeting Dates*

Rat / *Council*

Rat für Wettbewerb / *Competitiveness Council*	17/10/2017
Rat für Justiz und Inneres / *Council of Justice and Home Affairs*	12-13/10/2017
Rat für Umwelt / *Council of Environment*	13/10/2017
Plenum / *Plenary*	02-05/10/2017 (Agenda, no relevant TOPs)

Ausschüsse / *Committees*

Umwelt /*Environment* (ENVI)	11/10/2017 (Agenda, no relevant TOPs) 19/10/2017

Binnenmarkt / Verbraucher (IMCO) *Internal Market / Consumer*	11-12/10/2017 (Agenda) - TOP 3: Approval and market surveillance of motor vehicles and their trailers, and of systems - TOP 10: A European strategy on Cooperative Intelligent Transport Systems
Justiz und Inneres (LIBE) *Justice & Home Affairs*	05/10/2017 (Agenda, no relevant TOPs) 09-10/10/2017 11-12/10/2017 19/10/2017
Verkehr / *Transport (TRAN)*	11-12/10/2017 (Agenda) - TOP 16: Saving Lives: Boosting Car Safety in the EU - TOP 19: A European Strategy for Low-Emission Mobility

Veranstaltungen (Brüssel) / *Events (Brussels)*

17/10/2017	European Transport Forum 2017
18/10/2017	Public Policy Exchange - Fighting Air Pollution in Europe: Ramping Up Efforts for a Healthier Environment
04/12/2017	Politico – Connected Transport Summit 2017

EAC-Veranstaltungen / *EAC-Events*

17/10/2017	Politisches Mittagsgespräch - Die Verunsicherung der Verbraucher: Benziner, Diesel oder Elektroauto – hilft ein Umweltlabel bei der Kaufentscheidung? *Political Noon Talk - The uncertainty of consumers: gasoline, diesel or electric cars - does an environmental label helps with the purchase decision?*
18/10/2017	EAC-Herbstsitzung (Brüssel) / *EAC-Autumn Conference (Brussels)*