

Newsletter

Februar – März 2019

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CO2 emission standards for new passenger cars

After the interinstitutional triologue negotiations on new regulations to reduce CO2 emissions from light vehicles (passenger cars and light commercial vehicles) ended on 17 December, the provisional agreement was approved by the Parliamentary Committee on the Environment (ENVI) on 27 February. The vote in plenary is expected to take place in March.

On 16 January, the EU ambassadors of the member states in the Council also approved the agreement. Preliminary agreements reached in trilogues are informal and therefore need to be approved following the formal procedures of both institutions (Parliament and Council). Any provisional agreement reached in trilogues is informal and must therefore be approved in accordance with the formal procedures in force in each of the two institutions. In Parliament, the text of the provisional agreement must be adopted by a vote in committee and then confirmed in plenary. Formal adoption of the new rules will take place before the summer.

Summary:

	2025	2030
European Commission	15%	30%
European Parliament	20%	40%
Council of the EU	15%	35%
Compromise	15%	37.5%

Overview - CO2-emission reduction targets (cars)

The agreement now stipulates that CO2 emissions from new cars must be reduced by 15 percent by 2025 and by 37.5 percent by 2030. Thus, the value of the 2025 interim target is similar to that of the Commission's original proposal and that of the Council's General Approach. Parliament argued for a 20 percent reduction by 2025, but the 2030 target is a prime example of compromise between the Council and Parliament. The negotiators agreed on the

golden mean. However, it is 7.5 percent higher than the original Commission proposal.

Currently, the EU-wide average for new cars in 2021 is not to exceed 95 grams of CO2 per kilometer. From this value 2021 the reduction of the CO2 values is calculated. The most recent EU average was 118.5 grams.

In addition to the CO2 targets, Member State and Parliament negotiators agreed on an incentive system for low-emission and zero-emission vehicles (>50 grams of CO2 per kilometer) in countries where sales were low. A bonus multiplier of 0.7 applies to these countries in order to increase the number of clean cars. If the share of low-emission and zero-emission vehicles reaches 5 percent of a country's fleet, the multiplier ends.

During the negotiations, this section in particular provided material for discussion. The Council actually envisaged a double counting of low-emission and zero-emission vehicles in those EU Member States whose turnover is below 60% of the EU average (2021). This scheme would have allowed car manufacturers to choose where to register their low-emission and zero-emission vehicles. As a result, manufacturers could register their cars in a double-counted country, but then shortly afterwards sell them in another country with a larger market.

However, Parliament suffered a setback with the introduction of a malus to penalize car manufacturers who do not supply enough zero-emission and low-emission vehicles. This was blocked by the Council and the Commission.

Small car manufacturers producing less than 300 000 cars per year will be exempted from all regulations until 2028.

Further Links:

- [Council's general approach](#)
- [Statement to the minutes by "disappointed Member States"](#)
- [Euractiv on the triogue](#)
- [Analysis by Transport & Environment](#)
- [Euractiv: Transport and the EU's 2050 climate future](#)

German Car Toll

After Austria filed a complaint against Germany before the European Court of Justice on 12 October 2017 concerning the planned German car toll, Advocate General Nils Wahl declared the planned toll to be legal.

As the primary plea, Austria stated ‘indirect discrimination on grounds of nationality through the compensation of the infrastructure charges by means of tax relief for owners of cars registered in Germany.’ Since German drivers are relieved by the reduction of the motor vehicle tax, only foreign drivers would in fact be burdened by the infrastructure levy.

In his Opinion of 6 February 2019, however, Advocate General Nils Wahl argued that the plans of the German infrastructure levy were legal and recommended that the judges reject Austria's complaint. Wahl states that Austria's complaint is based on a ‘fundamental misunderstanding of the concept of “discrimination”.’

The Opinion of the Advocate General is to be understood as a recommendation to the Judges. They do not have to comply with the opinion.

Further Links:

- [Case C-591/17](#)
- [Opinion of Advocate General](#)
- [Euractiv: German car toll and deportation law stokes EU criticism in Austria](#)

Fahrzeugsicherheit

Das Europäische Parlament, der Rat und die Kommission haben in dem am 25. März in den Trilogverhandlungen eine vorläufige Einigung über die Überarbeitung der Allgemeinen Sicherheitsverordnung erzielt.

Die interinstitutionellen Verhandlungen starteten direkt nachdem das Parlament am 13. März die vom parlamentarischen Binnenmarktausschuss (IMCO) erarbeitete Erneuerung angenommen hatte.

Die neue Verordnung sieht vor, dass ungefähr 30 verschiedene Technologien oder Systeme in

neuen Fahrzeugen verschiedener Typen eingeführt werden müssen. Laut der vorläufigen Vereinbarung sollen die meisten Technologien im Mai 2022 für neue Fahrzeugmodelle und im Mai 2024 für bestehende Modelle verpflichtend werden. Die Europäische Kommission erwartet, dass die vorgeschlagenen Maßnahmen dazu beitragen werden, bis 2038 mehr als 25.000 Menschenleben zu retten und mindestens 140.000 schwere Verletzungen zu vermeiden.

Die Vereinbarung umfasst 13 neue Sicherheitstechnologien für Pkws: (1) Intelligente Geschwindigkeitsassistenten (ISA); (2) Schläfrigkeits- und Aufmerksamkeitswarnung für den Fahrer; (3) Rückfahrkennungssysteme mit Kameras oder Sensoren; (4) Unfalldatenschreiber/Black Box; (5) Spurhaltesysteme; (6) erweiterte Notbremssysteme; (7) Einrichtung zur Installation von Alkoholverriegelungssystemen; (8) Fahrerablenkungswarnsysteme; (9) Frontalcrashtests und verbesserte/geprüfte Sicherheitsgurte; (10) Kopfaufprallzonenvergrößerung für Fußgänger und Radfahrer und Sicherheitsglas im Crashfall; (11) Seitenaufprallschutz für Insassen; (12) Reifendruck-Kontrollsystem; und (13) Not-Aus-Signal.

Besonders umstritten waren ISA-Systeme. Diese verwenden Videokameras zur Erkennung von Geschwindigkeitszeichen und/oder GPS-verknüpfte Geschwindigkeitsbegrenzungsdaten, um die Fahrer über die aktuelle Geschwindigkeitsbegrenzung zu informieren und die Geschwindigkeit des Fahrzeugs bei Bedarf automatisch zu begrenzen. ISA-Systeme sollen allerdings nicht automatisch bremsen, sondern begrenzen die Motorleistung, sodass das Fahrzeug nicht über die aktuelle Geschwindigkeitsbegrenzung hinaus beschleunigt, es sei denn, es wird übersteuert.

Insbesondere der Europäische Automobilherstellerverband (ACEA) betrieb aktiv Lobbyarbeit gegen die Einführung von ISA-Systemen. ACEA behauptet, dass ISA aufgrund falscher Verkehrszeichen und veralteter Informationen in der Praxis immer noch

mangelhaft sei. Außerdem können Kameras nicht alle Szenarien vorhersehen, beispielsweise wegen Sichtbehinderungen. Stattdessen seien Geschwindigkeitsbegrenzungs-

Informationssysteme (Speed Limit Information, SLI) „in Kombination mit einer besseren Durchsetzung und Fahrertraining“ eine „effektive Alternative“. Statt aktiv die Geschwindigkeit zu reduzieren, zeigen SLI-Systeme nur Warnungen an, die aber auch ignoriert werden können.

Die vorläufige Einigung bedarf nun noch der förmlichen Genehmigung durch das Europäische Parlament und den Rat. Der zuständige parlamentarische IMCO-Ausschuss stimmte bereits am 2. April zu.

Weitere Links:

- [Verfahrensübersicht \(EN\)](#)
- [Liste der neuen Sicherheitstechnologien \(EN\)](#)
- [Text der vorläufigen Einigung \(EN\)](#)
- [The Guardian: ISA-Kontroverse \(EN\)](#)

Calendar

Meeting Dates

Council

Transport, Telecommunications and Energy Council 04/03/2019

Competitiveness Council 27/05/2019

Council of Justice and Home Affairs 07/03/2019

Council of Environment 05/03/2019

Plenary 11-14/03/2019 ([Agenda](#))

Committees

Environment (ENVI) 14/03/2019 (Agenda, tba)
21/03/2019 (Agenda, tba)

Internal Market / Consumer (IMCO) 04/03/2019 ([Agenda](#))

Justice & Home Affairs (LIBE) 11/03/2019 ([Agenda](#))

Transport (TRAN) 04/03/2019 ([Agenda](#))

- Item 8: Road infrastructure safety management
- Item 14: Scrutiny: Presentation by the Commission of draft Delegated Act on specifications for Cooperative Intelligent Transport Systems

Events (Brussels)

06/03/2019 [The European Road Transport Conference](#)

EAC-Events

18-20/03/2019 EAC-Spring Meeting 2019 in Banja Luka

19-21/11/2019 EAC-Fall Meeting 2019 in Brussels