

Newsletter

November – December 2020

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Agreement on Data Exchange

The mission of the European Data Task Force (DTF), established in 2017 by all European transport ministers, the Commission and current industry partners, is to improve road safety by maximising the reach of safety-related traffic information based on safety data generated by vehicles and infrastructure.

The DTF initiative "Data for Road Safety", supported by the European Commission, now announced on 2 December that it aims at the long-term introduction of a safety-related traffic information ecosystem (SRTI) to warn drivers of dangerous driving conditions. The announcement was marked by the signing of a Multi-Party Agreement (MPA) in which car manufacturers, automotive suppliers, road authorities, EU Member States and providers of tracking technologies commit themselves to the long-term exchange of safety data to make roads safer.

The agreement, which has a term of 5 years, defines the technical and organizational framework for how safety data from multiple brands and multiple countries can be made available and used in a fair and trustworthy manner within the SRTI ecosystem. It also defines the roles and responsibilities along the SRTI value chain. The SRTI ecosystem is based on a reciprocity model - security data is offered in return for security services. Many vehicles are already equipped with the latest technologies that detect dangerous road conditions and warn drivers - for example, when roads are slippery. Road operators can use their extensive infrastructure to identify potential danger areas. However, these warnings also benefit other drivers and road operators - and Data for Road Safety members believe that regardless of the make of car or navigation application used, all drivers across Europe should have access to a common minimum set of safety information that can help them make better informed decisions and thus save many lives.

Between June 2019 and October 2020, the members of the Data for Road Safety initiative

took the first step towards a harmonized exchange of safety-related data by conducting a proof-of-concept (PoC) test of a decentralized data collaboration architecture. During the PoC test, tens of millions of messages were made available to the ecosystem. The vehicles demonstrated their ability to produce data for five of the eight SRTI categories of EU Regulation 886/2013 (unprotected accident site, broken down vehicle, temporarily slippery road, limited visibility and exceptional weather conditions). The provision of this SRTI has already had a positive impact on road safety in Europe. For example, it has helped to speed up the deployment of emergency services and vehicle recovery companies by the authorities. In fact, within seconds the exact location of vehicle accidents and broken-down vehicles was communicated to service providers, who were then able to issue warnings to other road users. With this agreement, the initiative calls upon all willing and relevant actors in the SRTI field to join.

Further Links:

- [Further information on Data for Road Safety](#)

Bitkom: European Strategy for Intelligent and Sustainable Mobility

The European Commission will present its strategy for intelligent and sustainable mobility in December. Against this background, the German Federal Association for Information Technology, Telecommunications and New Media bitkom recently published a position paper in which the association welcomes the Commission's initiative and emphasizes that the future of transport and mobility is digital and green. In order to achieve a fair, sustainable and intelligent transport system, the task at hand is to create a data-driven European mobility ecosystem that involves all relevant stakeholders. Such an ecosystem should not be based on a single platform, but on the interaction and exchange of several platforms.

In its position paper, bitkom names three key points for a functioning ecosystem: (a) Recognition of the distinction between goods and passenger traffic; (b) Use and simplification of the already existing legal framework; and (c) Digitization and networking of all modes of transport and infrastructures (i.e. multi-/intermodality). On the last point, bitkom also emphasizes once again the preservation of technological neutrality.

Further Links:

- [Bitkom Position Paper](#)

EU Roadworthiness Package

The EU Roadworthiness Package was last revised in 2014 and consists of Directive 2014/45/EU on regular roadworthiness tests, Directive 2014/47/EU on technical roadside inspections of commercial vehicles and Directive 2014/46/EU on the requirements for issuing registration certificates, with implementation in May 2018. The European Commission is currently in the process of preparing its implementation report, which is expected to be published later this year. Following this, the Parliament will prepare its own implementation report.

This has prompted some associations and stakeholders to publish position papers in order to point out problems and possible improvements. The European Transport Safety Council (ETSC), for example, emphasizes in its paper especially newer developments such as eCall and automation. The International Motor Vehicle Inspection Committee (CITA) also sees a need for action in updating and adapting to newer technologies. For example, new categories of vehicles, advanced driver assistance systems and eCall should soon be tested in roadworthiness tests. The issue of connected and automated mobility must also inevitably be included in the test procedures. The fight against tampering and cyber-attacks is a special field of interest. Vehicles generate a large amount of data, many of which are personal and whose use must

be precisely defined and protected. CITA also stresses that in order to further develop inspection and assessment procedures for modern vehicles throughout their entire life cycle, technical inspection companies need non-discriminatory and independent access to the original data of modern vehicles. Both at the test station and by means of digital remote access via wireless interfaces. Access to vehicle data for diagnosis, testing and inspection of engine management and emission control systems as well as road safety related systems via wireless interfaces is not yet covered by the type approval regulation EC/715/2007.

Further Links:

- [EAC Position Paper: Access to Vehicle Data](#)
- [ETSC Position Paper](#)
- [CITA Position Paper](#)

25th World Day of Remembrance for Road Traffic Victims

On November 15, the 25th World Day of Remembrance for the Victims of Road Traffic was held, a day to commemorate those killed or injured in road traffic. Since 1995, road victims' organisations under the umbrella of the European Federation of Road Traffic Victims (FEVR) have celebrated this day together - initially as European Day of Remembrance, but soon as World Day, when NGOs from Africa, South America and Asia joined in. On this day, the European Commission also presented the final road safety figures for 2019, which show a 3 percent decrease in road deaths in the EU compared to the previous year. Although this trend is encouraging, 22,700 people still lost their lives on EU roads in 2019, and around five times more were seriously injured. This is why the Commission is pushing ahead with the "Vision Zero", i.e. zero fatalities and serious injuries by 2050, in line with the EU framework for road safety policy 2021-2030.

The Commission also published a report monitoring Member States' progress towards the

EU target of a 50 percent reduction in road fatalities by 2020.

Further Links:

- [European Commission Press Release](#)
- [Further information on the World Day of Remembrance for Road Traffic Victims](#)

Greenwashing through Plug-In Hybrids

Plug-in hybrid vehicles can emit up to eight times more carbon dioxide than advertised, according to a study by the European NGO Transport&Environment (T&E). The study found that three of the most popular hybrid vehicles in Europe - the BMW X5, the Volvo XC60 and the Mitsubishi Outlander - all emit more CO2 than advertised when tested under real conditions.

The three models emitted 28-89 percent more CO2 than advertised when tested with a fully charged battery under optimal conditions. With an empty battery, they emitted three to eight times more than the official values. The results seem to confirm earlier findings of the International Council on Clean Transportation, which last year found that the real CO2 emissions of plug-in hybrid vehicles were two to four times higher than the measurements taken during the registration process.

Once the battery is depleted, the three plug-in hybrids can only drive 11-23 km in engine mode before exceeding their official CO2 emissions per km, T&E estimates. While automakers blame customers for using the engine too much, models offered today often lack the necessary EV power, range or charging speed. For example, two of the three cars tested, the BMW X5 and the Volvo XC60, cannot charge quickly. And even the Outlander's manual says that the engine can start when the system is too hot or too cold, when accelerating fast or when the air conditioning is on.

The main problem is that in many countries plug-in hybrids have a green status and are subsidized by the government. In view of the results, the NGO T&E described hybrid vehicles as "fake

electric cars". The sale of plug-in hybrids makes it easier for car manufacturers to meet their CO2 standards, as hybrids currently receive additional credits. T&E called for the EU to end this weakening of regulation when it reviews the 2025 and 2030 targets next year.

Further Links:

- [T&E Press Release](#)

The Importance of Individual Mobility

Local and long-distance public transport was reduced and suspended in many places in the wake of the pandemic, on top of that it is also considered to be risky due to the inevitably higher density of people. "What remains is the individual private transport, that is, the recourse to the car, motorcycle, bicycle or walking," stated EAC President Bernd Opolka in April clearly emphasizing, "Individual mobility is today more crucial than ever before. For the absolutely required mobility, such as for the journey to work, grocery shopping or seeing a doctor, there is often times no other alternative for your own car that is equally suitable and useful. You are on your own and can reduce the relatively manageable risk of infection, such as when charging or refueling, to a minimum by observing the known hygiene regulations."

This is now also reflected in some data published on Euractiv.com. In an analysis for Reuters, the online car market AutoScout24 said that the Internet search for older cars has increased significantly since the summer. The data showed, for example, that between July and September, online searches for vehicles over 20 years old increased by 80 percent in France, 77 percent in the Netherlands and 59 percent in Belgium. AutoScout24 boss Edgar Berger said that although "individual mobility" has become more important for consumers in these markets because of the pandemic, they have also become more cautious because of the economic uncertainty.

Although the important role of individual transport was confirmed during the pandemic,

the increase in older cars on the roads raises both safety and environmental concerns. Older cars also mean fewer safety technologies and therefore potentially more accidents and more accidents with worse consequences. In addition, older cars also have a poorer environmental record and could jeopardize ambitious emission targets. However, according to Greenpeace activist, Sam Chetan-Welsh, the shift away from public transport is a greater environmental problem than older cars on the road, as the higher sales of new, larger sports cars have left vehicle emissions relatively unchanged anyway.

Further Links:

- [Euractiv: Pandemic Motors: Europeans snap up old cars to avoid public transport](#)
- [EAC Press Release](#)

Tourism in the Crisis

There is no question that tourism is one of the sectors hardest hit by the pandemic. Even if a light at the end of the tunnel is now slowly beginning to shine with the release of various vaccines, the question still arises as to how the sector can be supported and ultimately rebuilt until the pandemic is over. This is also an important issue within the European institutions. In the Communication "Tourism and transport in 2020 and beyond", adopted on 13 May 2020, the European Commission announced a European Tourism Convention to launch a dialogue on sustainable recovery and strategic orientations for tomorrow's tourism and to guide future work and cooperation in the tourism sector (towards a European Agenda for Tourism 2050). That Tourism Convention took place on 12 October in virtual form. The discussions focused on three main topics: Resilience; Sustainability/Green transition; Digital transition, data and innovation. The aim was to define the first steps towards a comprehensive European policy framework for tourism with common priorities to underpin investment, support and facilitate cooperation between

Member States and mobilise the industry around policy priorities.

In addition to individual contributions from all EU Member States, the European Parliament, represented by the Chairperson of the Transport and Tourism Committee (TRAN) and the Parliamentary Tourism Task Force (TTF) Karima Delli, also expressed its views on the key challenges and priorities of the European tourism sector for the next 10 to 20 years. Delli emphasized the need to take steps towards a broad-based, EU-wide tourism strategy. New, creative compromise solutions to support the companies and people working in the sector are needed. The key is to assess what has not worked and which options would work well in the near future. If this has been properly assessed, joint efforts can be made to build a more competitive and sustainable travel and tourism sector. Urgently needed, according to the TTF, are: (a) coordination of travel restrictions, hygiene and health protocols at EU level; (b) consistent and transparent risk assessment criteria across the EU; and (c) direct and committed financial support.

The TTF believes that this agreement must be a first step towards a genuine EU policy for sustainable tourism, taking into account the following aspects: (a) a crisis management mechanism for possible future crisis situations; (b) an EU tourism strategy for sustainable tourism, proposing that Member States set clear, strategic and result-oriented objectives; (c) governance in the tourism sector to measure sustainability criteria (economic, social and environmental impact) with clear measurement, control and monitoring criteria; and (d) a clear action plan to help the sector manage the double transition to digital and greener tourism, including a security component..

Further Links:

- [Further information on the European Tourism Convention](#)
- [Statements of the Member States and the Parliament](#)

Meeting Dates

Council

Transport, Telecommunications and Energy Council 14/12/2020

Competitiveness Council tba

Council of Justice and Home Affairs 14/12/2020

Council of Environment 17/12/2020

Plenary 14-17/12/2020 (Agenda)

Committees

Environment (ENVI) 10-11/12/2020 (Agenda, tba)

Internal Market / Consumer (IMCO) 11/01/2020 (Agenda, tba)

Justice & Home Affairs (LIBE) 07-08/12/2020 (Agenda)

Transport (TRAN) 25/01/2020 (Agenda, tba)

EAC (internal)

(Hybrid) General Assembly in Berlin 23/03/2021