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E A C – N E W S L E T T E R

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Fahrzeugemissionen / Car Emissions

Der aktuelle Bearbeitungsstand der Testverfahren bleibt weitestgehend unverändert. Sowohl der WLTP 2nd act als auch RDE 4 befinden sich noch in der Bearbeitung. Das nächste Treffen der entsprechenden Arbeitsgruppen findet im September statt. Sobald nennenswerte Fortschritte erzielt werden, wird das Thema wieder ausführlich behandelt. Bis dahin verweise ich auf den Newsletter Mai-Juni, der die gesamte Thematik (WLTP und RDE) im Detail behandelt.

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 6×10^{11} pro Kilometer (Euro 6c).¹

The current state of the test procedures remains largely unchanged. Both the WLTP 2nd act and RDE 4 are still being processed. The next meeting of the relevant working groups takes place in September. Once significant progress has been made, we will report about it in detail. Until then, I refer to the Newsletter May-June (German), which covers the whole subject (WLTP and RDE) in detail.

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 6×10^{11} per kilometer (Euro 6c) applies to ottomotors.²

Letzter Stand: 01/09/2017 Inkrafttreten des neuen Emissionsprüfungen WLTP und RDE
Status Quo:

Alle neu zugelassenen Fahrzeugmodelle werden nach WLTP geprüft und müssen den RDE-Konformitätsfaktor (NOx) 2,1 einhalten; für Ottomotoren gilt ein verschärfter Partikelgrenzwert von 6×10^{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 6×10^{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)

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.*

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 Durchführungsbestimmungen im Amtsblatt der EU (RDE 3)

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

Nächster Schritt: 07/09/2017 Nächstes Treffen der Arbeitsgruppe (TCMV) zum WLTP 2nd Act und RDE 4
Next Step:

Next meeting of the working group (TCMV) on WLTP 2nd Act and RDE 4

12/2017 Veröffentlichung des 4. RDE-Paketes

Publication of the 4th RDE package

Presse/Press: Tougher car emission tests start in EU, welcomed by consumers

31/08/2017

Tougher and more realistic emissions tests for cars and vans take effect in the EU on Friday (1 September), a measure welcomed by the auto industry and consumer groups, coming on the heels of the Dieselgate scandal that shook the bloc, particularly Germany.

A new laboratory test, called WLTP, will introduce much more realistic testing conditions for measuring pollutant and CO2 emissions. It will therefore provide a more accurate basis for measuring a vehicle's fuel consumption and emissions.

A second new test to measure emissions on the road – known as the real driving emissions (RDE) test – will also be in force from Friday, making Europe the only region in the world to have such scrutiny.

Under RDE, a car will be driven on public roads over a wide range of conditions using portable measuring equipment. RDE will complement WLTP to ensure that pollutant emission levels, measured during the laboratory test, are confirmed on the road.

The new tests will apply only to new cars from September until the end of the year and to all vehicles from September 2018. They will help eliminate loopholes used by car manufacturers under the current New European Driving Cycle (NEDC) system, which dates from the 1970s.

In some cases, some manufacturers over-inflated tyres to optimise the wheels' rolling resistance during tests, using special motor oils or reducing the weight of the vehicle.

The Dieselgate scandal blew up when Volkswagen admitted in September 2015 that it installed software devices in 11 million diesel-engine cars worldwide that reduced emissions of harmful nitrogen oxides when it detected the vehicle was undergoing tests.

“Consumers have for too long been fooled about the amount of petrol and diesel that cars guzzle and have ended up paying much more than expected in fuel costs,” said Monique Goyens, the director general of the BEUC, a European consumers group, which welcomed the introduction of more realistic new tests.

But she cautioned that both the EU and member states must closely follow the implementation of the new testing system and provide full information to consumers during the transition period.

“We call on the member states to ensure that consumers have access to the information by no later than 1 January 2019. This is important so that people can buy cars based on reliable information as soon as possible, but without causing confusion during the transition period,” Goyens said

Europe’s car manufacturers, represented by the ACEA, also gave the nod to the new tests, saying the car industry has already invested heavily to achieve “significant improvement in emissions” in new diesel vehicles.

“Indeed, these diesel vehicles will deliver very low pollutant emissions not only in the laboratory but also on the road,” said the ACEA’s Secretary General, Erik Jonnaert.

“We believe the introduction of this latest generation of diesel vehicles... will play a strong role in helping cities move towards compliance with EU air quality targets,” he said.

The ACEA also welcomed the fact that with RDE in place as the EU-wide test, there should be no more confusion caused by using “a multitude of different tests, each with varying and incomparable methods and results”.

Quelle / *Source*: euractiv.com

Presse/Press: German politicians gather to avoid a clampdown on diesel cars

They are shying away from confronting the country’s most powerful industry.

Angela Merkel, her rival for German chancellorship Martin Schulz and local politicians of all political stripes have one thing in common: They are desperate to avoid a ban on diesel cars in polluted German cities. Any kind of restriction that threatens the country’s largest industry ahead of national elections on September 24 amounts to “political suicide,” according to Timo Lochocki, a political scientist at the German Marshall Fund of the United States.

That’s why Merkel meets Monday with state and city officials from the most polluted cities across Germany. They are gathering in Berlin to figure out a way to cut urban pollution without resorting to the nuclear option of preventing diesel-powered cars from driving into city centers.

“We have absolutely no interest in car bans,” said Janina Salden, a spokeswoman for the German local authority federation Deutscher Städte- und Gemeindebund, which will be represented at the meeting. It would “harm many individual users, by making their cars worthless,” she said.

Cities are under growing pressure from environmental groups. Air pollution limits of 40 micrograms of nitrogen oxide (NOx) per cubic meter of air were breached in 90 German cities last year, with Stuttgart and Munich being the dirtiest, according to the federal environment ministry. NOx is an air pollutant produced by diesel engines and is the main ingredient of the smog choking cities across the Continent. The Dieselgate scandal, in which Volkswagen installed software to get its cars to cheat on emissions tests, focused public attention on the problem.

Now, more than 50 German cities face legal challenges from nongovernmental organizations — led by Deutsche Umwelthilfe and, in many cases, with support from activist lawyers ClientEarth — demanding they take additional steps to cut emissions, including restricting diesel cars. The environmental push has already had an impact after courts ordered several cities, including Munich and Stuttgart, to come up with more effective air quality plans and to consider diesel bans.

Because diesel cars make up roughly a third of the car fleet in Germany, “it’s not that simple,” said Michael Münter, head of strategic planning and sustainable mobility in the mayor’s office of Stuttgart, home to Mercedes-Benz and Porsche. Cities are looking at measures ranging from making mass transit more affordable to increasing the number of electric buses to cut down on pollution.

The car industry is one of the country’s main growth engines, employing hundreds of thousands of people and providing the biggest share of the country’s exports. Both Merkel and Schulz have said that diesel cars will be driving on German roads for years to come. “The two major parties are heavily dependent on the auto industry, because it’s the backbone of the German economy and because they are in part personally involved,” Lochocki said. That’s why there is almost no difference between Merkel and Schulz when it comes to the car industry. “They don’t quite know how to handle this, and the safest bet is not to make a big issue about it,” Lochocki said.

Looking for answers

Cities, however, are increasingly unable to ignore the growing pressure. In addition to the lawsuits, there is a lurking threat from Brussels. The European Commission is taking notice of the government’s reluctance to address the problem — launching several infringement cases against Germany for breaching EU air pollution rules.

In an effort to avoid car bans, and legal trouble, city governments are putting pressure on Berlin to consider measures they say would help clean up smog. One is a so-called blue sticker scheme meant to differentiate between polluting and cleaner cars and make it easier to keep the dirtiest cars out of city centers while allowing newer and cleaner models in. “Mayors say, ‘Please give us the opportunity to have this blue sticker because otherwise the courts will sentence us with a diesel ban,’” Münter said.

Stuttgart Mayor Fritz Kuhn, a member of the pro-environment Green party, will press “prominently and very loudly for the introduction of the blue badge” at Monday’s meeting, Münter said, adding that colleagues from Hamburg, Munich, and Düsseldorf would back the scheme, which needs federal approval.

“There is impatience over the federal government acting a little bit too slow and, especially on the blue badge, not reacting at all,” Münter said. Mayors want to use Monday’s meeting to push their concerns higher up Merkel’s agenda. That includes financial support for cleaner transport systems and expanded public transport, cycling infrastructure and charging networks for electric vehicles.

One outcome from the meeting could be more money for local authorities. German paper Stuttgarter Zeitung reported Thursday that a €500 million joint fund from the car industry and the central government could be doubled. “We cannot assume that municipalities, which are already under financial pressure, now single-handedly implement a transport transition,” Salden said.

After long trying to downplay the crisis within the German car sector, Merkel is now paying attention. She held a summit with the industry in early August, at which carmakers agreed to update vehicle software to ensure they pollute less and to finance a bonus for people exchanging older diesel models for cleaner cars. Another meeting is planned for this fall.

“We want to step by step get to a point where driving bans are not necessary, but climate regulations are still being met,” Merkel told a press conference last week.

Quelle / *Source*: politico.eu

Maut / Road Charges

Europäische PKW-Maut / *European Passenger Road Charges*

Letzter Stand: *(unverändert)* Im [Newsletter Juni-Juli](#) wurden die wichtigsten Implikationen des neuen europäischen Road-Packages für den PKW-Verkehr erläutert. Jedoch werden die zwei Richtlinienentwürfe zur einheitlichen streckenbasierten Maut und zur Interoperabilität elektronischer Mautsysteme und dem Informationsaustausch vorerst ruhen. Auch wenn es bereits erste Entwicklungen, wie beispielsweise die Aufteilung der Zuständigkeiten zwischen den Fraktionen, gibt, wird ein wirklicher Start der Diskussionen nach dem Sommer erwartet. Spätestens dann werden wir detailliert über die Entwicklungen berichten.

Status Quo:

(unchanged) The most recent implications of the new European road package for passenger car traffic were explained in the [newsletter June-July](#). However, the two draft directives on the uniform distance-based toll and the interoperability of electronic toll systems and the exchange of information will be suspended for the time being. Even if there are already initial developments, such as the division of responsibilities among the fractions, a real start of the discussions is expected after the summer. At the latest, we will report in detail about the developments.

Deutsche Infrastrukturabgabe / *German “Infrastructure Fee”*

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

Status Quo:

Publication of the EU Road Package by the EC incl. regulations on tolls and the European electronic toll system (see evaluation), the Commission's Road Package page [here](#)

	17/05/2017	Kommission stellt Vertragsverletzungsverfahren gegen Deutschland ein
		<i>Commission stops infringement proceedings</i>
		[gekürzt / abridged]
Nächste Schritte: <i>Next Steps:</i>	3. Quart.	Einleitung des dreimonatigen Vermittlungsverfahrens als Vorverfahren der Klage
		<i>Initiation of the three-month conciliation procedure as a preliminary procedure to the lawsuit</i>
Letzter Stand:		<i>(unverändert)</i> Nachdem das Treffen der Verkehrsminister der Niederlande, Österreichs, Belgiens und Luxemburgs am 07.06.2017 ergeben hatte, dass Österreich mit einer Klage gegen Deutschland vor dem EuGH vorerst alleine dasteht, hat Österreich jetzt offiziell den ersten Schritt zur Klage eingeleitet. Der österreichische Verkehrsminister Leichtfried (SPÖ) hat die Kommission schriftlich aufgefordert, sich mit der „Verletzung der Verpflichtungen aus Verträgen durch die Bundesrepublik Deutschland durch die Pkw-Maut bzw. Infrastrukturabgabe“ zu befassen. Damit beginnt das dreimonatige Vermittlungsverfahren, welches ein notwendiges Vorverfahren für die Klage darstellt. Sofern die Kommission nach der Stellungnahme von Deutschland und Österreich nicht selber aktiv werden sollte, kann Österreich die Klage einreichen. Im Falle einer Klage bleibt auch abzuwarten, ob sich weitere Staaten der Klage anschließen werden. Leichtfried ist nach wie vor der Ansicht, dass die Maut ausländerdiskriminierend sei.
Status Quo:		<i>(unchanged)</i> Since the meeting of transport ministers of the Netherlands, Austria, Belgium and Luxembourg on 7 th June 2017 had shown that Austria will be alone with an action against Germany before the ECJ for the time being, Austria now officially took the first step to the lawsuit. The Austrian transport minister, Leichtfried (SPÖ), has asked the Commission, in written form, to deal with the "breach of obligations from contracts by the Federal Republic of Germany by car tolls or infrastructure charges". This launches the three-month mediation procedure, which is a necessary preliminary procedure for the action. If the Commission does not wish to take action itself after the statements of Germany and Austria, Austria may file the action. In the event of an action, it remains to be seen whether further states will join the lawsuit. Leichtfried still argues that the German toll is discriminatory.

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

Letzter Stand:	Bis/until	Öffentliche Konsultation: <u>Evaluation of the Intelligent</u>
Status Quo:	28/07/2017	<u>Transport Systems (ITS) Directive</u> (EAC beteiligte sich)
		<i>Public Consultation: <u>Evaluation of the Intelligent Transport Systems (ITS) Directive</u> (EAC participates)</i>

	14/06/2017	Veröffentlichung der „Certificate Policy for Deployment and Operation of European C-ITS“ <i>Publication of the „Certificate Policy for Deployment and Operation of European C-ITS“</i>
	10/01/2017	Veröffentlichung des EC-Papiers „ <u>Building a European Data Economy</u> “ <i>Publication of the EC-document "<u>Building a European Data Economy</u>"</i> [gekürzt / abridged]
Nächster Schritt: Next Step:	2. Quart. 2017	Veröffentlichung der Studie im Nachgang zur C-ITS Plattform zur technischen und rechtlichen Bewertung von Konzepten zum Zugang zu den Fahrzeugdaten <i>Publication of the study following the C-ITS platform for the technical and legal assessment of concepts for access to vehicle data</i>
	2. Quart. 2017	Kommission muss sich zu möglichem Regelungsbedarf hinsichtlich einer „interoperablen, standardisierten, sicheren und offenen Plattform“ im Fahrzeug im Sinne des Mandats in der eCall-Verordnung äußern <i>The Commission must comment on possible regulatory requirements for an "interoperable, standardized, safe and open platform" within the vehicle as defined in the eCall Regulation</i>

 *For English, click [here](#)*

Bewertung: *(unverändert)* Insgesamt gibt es zurzeit auf EU-Ebene nur wenig Bewegung im Bereich Connected Cars und Zugang zu Fahrzeugdaten. Die Studie, die im Nachgang zur C-ITS Plattform in Auftrag gegeben wurde und die die technischen Zugangsmöglichkeiten auf Machbarkeit/Kosten etc. untersuchen soll, wurde nach wie vor nicht veröffentlicht. Es bleibt abzuwarten, wann diese veröffentlicht wird und wie sinnig und verwertbar sie angesichts der fortschreitenden Faktenlage dann noch sein wird. Voraussichtlich wird sich die Kommission erst nach Fertigstellung der Studie entscheiden, wie mit dem Mandat, im Fahrzeug eine „interoperable, standardisierte, sichere und offene Plattform“ zu schaffen, umgegangen wird.

Klares Ziel muss es sein, eine Rechtsgrundlage für den remote-Zugriff auf die Fahrzeugdaten zu schaffen, wie es ihn analog zum physischen Zugriff (in der Typgenehmigungsverordnung) bereits gibt und für die Zwischenzeit den alternativen Zugriff via OBD/Dongle nicht aus der Hand zu geben.

Sonstiges: Eine interessante Debatte gab es Anfang August zum Thema Eigentum bei Mobilitätsdaten im Rahmen der vom deutschen Bundesministerium für Verkehr und digitale Infrastruktur organisierten Veranstaltung „Zukunftsforum Datensouveränität.“ Trotz des explizit deutschen Fokus ist die

inhaltliche Debatte auch im europäischen Gesamtkontext nicht unerheblich. Durch die steigende Signifikanz von Mobilitätsdaten für die Verbesserung der Verkehrssicherheit und die Reduzierung von Staus und damit auch der Schadstoffbelastung, stellt sich auch die Frage nach Datenschutz. Der aktuelle deutsche Ansatz wird allgemein als „Datenreichtum durch Dateneigentum“ umschrieben und bedeutet, dass Daten explizit Eigentümern (Fahrer, Fahrzeughalter) zugeordnet werden sollen und die Verwendung die Zustimmung des Eigentümers braucht. Eine entsprechende Studie hat diesen Ansatz von einer technischen, ökonomischen und rechtlichen Seite her untersucht und schlägt vor die Eigentumsrechte demjenigen zuzugestehen, der den größten wirtschaftlichen Anteil an der Erzeugung der Daten hat. Jedoch wird auch auf das Problem verwiesen, dass Datenerzeuger nur schwer abgegrenzt werden können, was wiederum Rechtsunsicherheit erzeugt. Kurz- und mittelfristig wird vorgeschlagen die freiwillige Bereitstellung von Mobilitätsdaten mit einer Vergütung seitens der Datennutzer verbunden sein sollte. Des Weiteren befürwortet die Studie Datenausweise mit Informationen über Art, Umfang und Ausgestaltung der Datenerhebung, um mehr Transparenz zu schaffen.

Bericht der Studie [hier](#)

 **Evaluation:**

(unchanged) Overall, there is currently little movement at EU level in the area of connected cars and access to vehicle data. Contrary to what was expected, the study, which was commissioned in the follow-up to the C-ITS platform and which is to examine the technical access possibilities for feasibility/costs etc., has not yet been published. It remains to be seen when the study will be published and how meaningful and usable it will be in the face of progressive facts. It is expected that the Commission will not decide how the mandate of creating an "interoperable, standardized, secure and open platform" vehicles will be taken until the study has been completed.

The clear objective must be to establish a legal basis for the remote access to vehicle data, as it already exists analogous to physical access (in the type approval-Regulation), while not letting the alternative access via OBD/dongle slip away.

Other:

An interesting debate took place at the beginning of August on the subject of ownership of mobility data within the framework of the event "Zukunftsforum Datensouveränität" organized by the German Federal Ministry of Transport and Digital Infrastructure. Despite the explicitly German focus, the debate on the content is not inconsiderable in the overall European context. Due to the increasing significance of mobility data for the improvement of traffic safety and the reduction of congestion and thus also the pollutant load, the question of data protection also arises. The current German approach is generally described as "data wealth through data ownership" and means that data are to be explicitly assigned to owners (drivers, vehicle owners) and the use requires the consent of the owner. A corresponding study has examined this approach from a technical, economic and legal point of view, and proposes to admit the ownership rights to those who have the greatest economic share in the generation of the data. However, the problem is also pointed out that data producers are difficult to define, which in turn creates legal uncertainty. In the short and medium term it is proposed that the voluntary provision of mobility data should be linked to a remuneration of the data users. Furthermore, the

study advocates data records with information on the nature, scope and design of data collection to create more transparency.

Final report [here](#) (German)

Straßenverkehrssicherheit / Road Safety

Sicherheit von Fahrzeugen und Fußgängern / Safety of Vehicles and Pedestrians

Letzter Stand 14/07/2017 Veröffentlichung der Road-Map zur Überprüfung der
Status Quo: 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

Nächster Schritt 31/07/2017- Öffentliche Konsultation zur Überprüfung der Verordnung
Next Step: 22/10/2017 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

Straßeninfrastruktur und Tunnelsicherheit / Road Infrastructure and Tunnel Safety

Letzter Stand: 13/06/2017 Veröffentlichung der Road-Map zur Revision von
Status Quo: 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: Bis/until Öffentliche Konsultation zu Straßeninfrastruktur und
Next Step: 10/09/2017 Tunnelsicherheit (EAC beteiligt sich)

Public consultation on road infrastructure and tunnel safety (EAC participates)

4. Quart. Entscheidung der Kommission
2017

Decision of the Commission

Meldungen zu weiteren Themen / Reports on further topics

09/08/2017

Presse/Press: The Quota Question

After reports that the EU was considering a quota for e-cars, two auto correspondents battle it out over whether that would make sense.

Earlier this week, there was suggestion that Brussels may force the auto industry to sell more low-emission vehicles by imposing minimum targets by 2025. The European Union acknowledged it is considering ways to encourage drivers to buy e-cars, but denied it is considering a quota. The reports of such a proposal divided carmakers and lawmakers – but how far would such a step make sense anyway? Two correspondents weigh the benefits and problems of nudging people towards greener decision-making behind the wheel.

Consumers still have doubts about electric cars but a quota would speed up the transition, argues Stefan Menzel

Diesel is fast losing popularity and the number of diesel cars that are registered is expected to continue declining in the coming years. Automakers are instead entering the electric age. Mercedes will start making a series of electric cars in 2019, and Volkswagen will follow the year after. But consumers still have major doubts about e-vehicles. Many buyers still shy away from buying electric cars because of the limits of the auto's battery range, or limited charging infrastructure. Plus, the cars cost a lot.

Germany's car industry is in the midst of a transformation. The age of the combustion engine isn't over and the era of the electric car hasn't quite begun. In this transition, a quota for electric vehicles is the right tool to help battery-driven cars make a breakthrough.

A legally binding quota would convince car buyers that the switch to electric is real and around the corner. A quota would make consumers realize that it isn't just auto manufacturers who are promising electric cars, but that the government also wants the change and is pushing carmakers forward.

That extra pressure would help. In the past, carmakers relied too heavily on diesel; they saw the diesel motor as a panacea. Unfortunately, Volkswagen and other German manufacturers thus forgot there are other, more environmentally-friendly ways to power vehicles. It took newcomers such as Tesla to jolt complacent German manufacturers from their lethargy.

If it's implemented correctly, the car industry would see the quota as a means of support rather than a problem. The quota would ideally be introduced gradually, and likewise gradually increased year by year.

During the transition period, carmakers should also be allowed to count hybrid models towards the quota; eventually, this stage would be set aside so the quota would only apply to wholly battery-driven cars. At present, we still need hybrids, but the electric age is clearly dawning.

Such a gradual approach would suit all carmakers – they already set their own targets for electric cars – a quota only supports what the industry is already doing.

Consumers need to be persuaded to buy e-cars. Imposing a quota won't solve the industry's problems, writes Lukas Bay.

It only took a few years for the smartphone to oust regular phones; market leader Nokia disappeared and Apple and Samsung took over. E-car advocates use this example to prove how a sleepy industry missed the boat and was replaced. E-cars will replace vehicles with combustion engines this way too, they say.

Smartphones triumphed without government support; no bans were needed on keyboards, no smartphone quotas, or buyer's premium. Smartphone managed on their own, a persuasive product that came out at the right time.

Electric cars aren't at that stage yet. For several reasons, e-vehicles don't have the highest numbers in German auto registration statistics. They included limited battery ranges and the fact that not everyone lives near to a charging station. Still others say the models are simply too expensive.

Lawmakers fell asleep at the wheel when it came to expanding the charging infrastructure. What good are e-cars pushed into the market through a quota if you can't charge them?

A German quota would not speed up production; carmakers have been thinking globally for a while. There are only two scenarios when it comes to electric cars: Either the cars that go onto the market in the next few years are good enough that people want to buy them, or they aren't ready, in which case a quota will achieve nothing.

Some proponents of electric mobility might argue that when it comes to electric cars, protecting the environment is more important than consumer tastes.

But there is no proof that electric cars are even the most environmentally friendly option in a country like Germany, where coal is still used to generate a large share of electricity.

Even if electric vehicles are the cleanest, there are better, more market-based methods to promote the switch to supposedly environmentally friendly car models. The government could adjust its tax on vehicles to better reflect emissions levels, depriving older, polluting cars of their price advantage. That would also stop the car industry from depending on one technology.

Quotas and bans are inadequate tools more appropriate in China's planned economy than in Germany. It's ultimately engineers—not lawmakers—who shape whether -cars succeed. Technology you can believe in doesn't need quotas.

Quelle/*Source*: global.handelsblatt.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 14/09/2017

Rat für Umwelt /
Council of Environment 13/10/2017

Plenum / Plenary 11-14/09/2017 (Agenda, no relevant TOPs)

Ausschüsse / Committees

Umwelt / *Environment* (ENVI) 07/09/2017 (Agenda, no relevant TOPs)

Binnenmarkt / Verbraucher (IMCO) 04/09/2017 (Agenda)
Internal Market / Consumer
- TOP 12: Saving Lives: Boosting Car Safety in the EU

Justiz und Inneres (LIBE) 04/09/2017 (Agenda, no relevant TOPs)
Justice & Home Affairs 07/09/2017 (Agenda, no relevant TOPs)

Verkehr / *Transport* (TRAN) 07/09/2017 (Agenda)
- TOP 6: A European strategy on Cooperative Intelligent Transport Systems

Veranstaltungen (Brüssel) / Events (Brussels)

06/09/2017 Transport & Environment – Shift up a gear
07/09/2017 Volvo Group - The Volvo Group Innovation Summit
18/09/2017 European Policy Centre - Developing sustainable road transport systems in the EU and the US – Lessons learned and prospects for deeper cooperation
19/09/2017 Public Policy Exchange - Boosting the Electric Vehicle Market in Europe: Plugging the Sustainability Gap
21-22/09/2017 European Commission (DG MOVE) - Connecting Europe Conference

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)*