

# Newsletter

April – May 2019

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## Cooperative Intelligent Transport Systems (C-ITS)

Following the adoption by the European Commission on 13 March 2019 of new rules in the form of a delegated act, a debate broke out in April on the choice of technology to connect cars in the future. On 8 April 2019, the Parliamentary Transport Committee (TRAN) voted in favour of an objection to the delegated regulation. However, Parliament voted in favour of the Commission's legislative act on 30 April. The committee's MEPs criticised that the regulation was not technology-neutral as the Commission defined the Wi-Fi-based ITS-G5 as the future standard. C-V2X based on 5G technology is thus systematically excluded or disadvantaged. The Commission's decision was preceded by intensive lobbying. Renault, Toyota, NXP, Autotalks and Kapsch TrafficCom support Wi-Fi as the standard for networked cars, while Daimler, Ford, PSA Group, Deutsche Telekom, Ericsson, Huawei, Intel, Qualcomm and Samsung support 5G.

Even the European Commission is not in complete agreement. The Directorate-General for Communication Networks (DG Connect) favours 5G, while the Directorate-General for Mobility and Transport (DG Move) supports Wi-Fi. The Commission argued that Wi-Fi technologies already exist and work, whereas 5G is still in its infancy. EU Transport Commissioner Violeta Bulc said in an interview with Euractiv: "First, WiFi is a proven technology and has almost no patents on it anymore. It's available now, is easy to implement and it's cheap. It's affordable for everyone." Focus is the improvement of road safety. 5G is simply not yet reliable. The Commission also warned that rejecting the legislation and changing the technology standard would result in a significant delay of two to three years. However, supporters of the 5G standard argue that Wi-Fi is limited in use and mainly connects cars with other cars. The 5G standard provides the ability to connect vehicles to both devices and other cars in the

vicinity. Moreover, promoting only one technology is not future-proof and hampers innovation.

The TRAN Committee and industry representatives also criticise the Commission for demanding backward compatibility, which limits the development of innovative C-ITS solutions across Europe.

It is a delegated act. After publication, the European Parliament and the Council have two months to object to the entry into force of the act. The Council has not yet made an official statement.

### Further Links:

- [Text of the delegated regulation](#)
- [Euractiv interview with Violeta Bulc](#)

## CO2 emission standards

Following the conclusion of the interinstitutional dialogue negotiations on new CO2 emission standards for passenger cars and light commercial vehicles on 17 December, the provisional agreement was adopted by Parliament on 27 March and by the Council on 15 April. The formal adoption of the new rules by the Council marks the end of the procedure.

	2025	2030
European Commission	15%	30%
European Parliament	20%	40%
Council of the EU	15%	35%
<b>Dialogue Result</b>	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 corresponds 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 negotiators agreed on the golden mean, which is 7.5 percent higher than the original Commission proposal.

Currently, the EU average for new cars should not exceed 95 grams of CO<sub>2</sub> per kilometre in 2021. From this 2021 value, the reduction of CO<sub>2</sub> values is calculated. The most recent EU average was 118.5 grams.

In addition to the CO<sub>2</sub> targets, the negotiators of the Member States and the Parliament agreed on an incentive system for low-emission and zero-emission vehicles (>50 grams CO<sub>2</sub> per kilometre) in countries with low sales. 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% of a country's fleet, the multiplier ends.

During the negotiations, this section in particular was the subject of discussion. The Council provided for a double counting of low-emission and zero-emission vehicles in 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. This allowed manufacturers to register their cars in a double-counted country, but shortly afterwards sell them in another country with a larger market. However, Parliament suffered a setback when it introduced a penalty for car manufacturers that did 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 a year will be exempted from all regulations until 2028.

Further Links:

- [Press Release: Approval Parliament](#)
- [Press Release: Approval Council](#)
- [Text of the regulation](#)
- [Adoption note](#)
- [Statements by the Commission](#)
- [Commission proposal](#)

## Cross-border enforcement of road traffic rules

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On 12 April 2019 the one-month feedback period for the revision of the Cross-Border Enforcement Directive ended. The EAC contributed feedback to the amended proposal for a revision of the Directive.

The Cross-Border Enforcement Directive gives national authorities access to the vehicle registers of other Member States via an electronic information system which allows the identification of the suspected non-resident offender when it was impossible to stop the vehicle and/or identify the driver. Once the person suspected of having committed a traffic offence has been identified, the Member State in which the offence was committed will decide whether to initiate follow-up proceedings. The Directive lays down how the offence is to be communicated to the person concerned and contains a (non-binding) template for the letter to be sent.

The amendment of the Directive is in line with the principles of road safety policy framework for 2021-2030, adopted on 16 May 2018 as part of the Third mobility package on road safety. The basic issue identified by the European Commission is the high number of offenders from abroad that go unpunished. According to the Commission, in 2015, “half of the detected road traffic offences committed by non-residents were not investigated and approximately half of the financial penalties for those road traffic offences by non-residents that had been investigated were not successfully enforced” (Inception Impact Assessment, 15/03/2019). The Commission identified two main problems. First, the investigation to enforce financial penalties is inadequate due to issues with the detection of vehicles, vehicle registers and the provision of information on the offence (e.g. evidence). Secondly, the recognition of decisions on financial penalties is also inadequate since mutual recognition procedures of the Member States' administrative or judicial decisions

following minor offences are often times ineffective or non-transparent. Moreover, different levels of fundamental rights protection translated into problems such as not translated follow-up documents, missing evidence or different deadlines for non-residents and residents. In addition to these major problems, the revision should amend the Directive to the new personal data protection rules (i.e. GDPR), and possibly extend the scope to non-road-safety matters such as non-payment of road charges.

The EAC stressed in its feedback the need for improvement concerning the easy access to road safety traffic rules in force in different Member States, in particular regarding traffic offenses and their corresponding (financial) penalties. Moreover, car owner's as well as car driver's personal data have to be processed abiding duly by the principles of the GDPR, ePrivacy Directive as well as the Directive on the processing of personal data by public authorities in criminal offenses, ensuring their traceability at all times in a simple and transparent manner. The EAC also emphasized the need for further standardization of road safety rules such as harmonized regulations on high-visibility vests which would simplify the cross-border enforcement of road safety rules.

Further Links:

- [Overview Initiative and Feedback](#)
- [Inception Impact Assessment](#)
- [Feedback from the EAC](#)
- [EAC position paper on high-visibility vests \(German\)](#)

# Calendar

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## Meeting Dates

### Council

Transport, Telecommunications and Energy Council 06/06/2019

Competitiveness Council 27/05/2019

Council of Justice and Home Affairs 06/06/2019

Council of Environment 26/06/2019

Plenary 02-04/06/2019 ([Agenda](#))

### Committees

Environment (ENVI) tba

Internal Market / Consumer (IMCO) tba

Justice & Home Affairs (LIBE) tba

Transport (TRAN) tba

## Events (Brussels)

20/11/2019 [Driving Future Platform: The Urban Challenge](#)

## EAC-Events

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