

**NEWS FROM BRUSSELS 12/2021**

**ACEA: Auto industry actively sharing vehicle data, putting consumer choice, safety and security first**

According to a message from ACEA's Director General, in recent months various initiatives were launched that involve automobile manufacturers working together with governments and other businesses to facilitate data sharing. Europe's auto industry is committed to giving access to the data generated by the vehicles it produces - however, uncontrolled access to in-vehicle data poses major safety, (cyber) security, data protection and privacy threats, Eric-Mark Huitema continues. He stresses that this is why any EU legislative framework should keep vehicles and their occupants safe and secure, while also guaranteeing that our sector can remain competitive and continue to innovate: <https://www.acea.be/news/article/auto-industry-actively-sharing-vehicle-data-putting-consumer-choice-safety>

**Update on EU mobility strategy: EP working on an own-initiative report**

The European Parliament is currently preparing an own-initiative report on the EU mobility strategy published by the European Commission in December 2020. The Transport Committee (TRAN) is currently playing a leading role in the preparation of the report. A final decision on the responsibilities of the committees and the schedule has not yet been made. A vote in the plenary session of Parliament is to take place in September. The "New Mobility Approach" initiated under the German Council Presidency has currently come to a halt due to conflicts regarding the end of the combustion engine and decarbonisation: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2020:789:FIN>

**EURO 7 Impact Assessment: The outlook for air quality compliance in the EU and the role of the road transport sector**

This independent study undertaken on behalf of ACEA quantifies the impact on measured air quality in urban environments throughout the EU between 2020 and 2035 from the implementation of currently mandated emission reduction measures in all contributing sectors, including road transport. The effect of these measures on atmospheric concentrations of NO<sub>2</sub>, PM2.5, PM10 and Ozone at urban monitoring stations has been modelled and the impact on compliance with current EU legislated and WHO guideline values is explored: <https://aeriseurope.com/wp-content/uploads/2021/03/AERIS-Air-Quality-Report-Euro-7-Impact-Assessment.pdf>

## **The role of the European Union's vehicle CO2 standards in achieving the European Green Deal**

This briefing paper by the International Council on Clean Transportation identifies several possible levels of stringency for the post-2021 CO2 standards in the European Union for light-duty and heavy-duty vehicles and compares them against economy-wide greenhouse gas reduction targets for 2030 and 2050, as well as the 2050 target for transport sector emission reductions in the EU Green Deal: <https://theicct.org/publications/eu-vehicle-standards-green-deal-mar21>

*The Alliance of European Car Dealers and Repairers (AECDR) represents and promotes the interests of 57,500 franchised dealers and authorised repairers. In total these companies employ 1.175,000 people.*