

NEWS FROM BRUSSELS 29/2021

ACEA: 10 EU countries do not have a single charging point for electric cars per 100 km of road

There is a serious lack of electric charging points along the road networks in most EU member states, according to new data from the European Automobile Manufacturers' Association (ACEA). The findings show that 10 countries do not even have one charger for every 100 km of key roads. All of these countries also have an electric car market share of less than 3% (except Hungary). 18 EU member states have fewer than 5 charging points per 100 km of road, with just four possessing more than 10 chargers for each 100km of streets: <https://www.acea.auto/press-release/electric-cars-10-eu-countries-do-not-have-a-single-charging-point-per-100km-of-road/>

IMCO: Statement on regulation concerning batteries and waste batteries

In the Committee on the Internal Market and Consumer Protection of the European Parliament (IMCO) a statement on the regulation on batteries and waste batteries was presented by rapporteur Antonius Manders (EPP) who made detailed proposals and called for a ban on the export of used batteries to third countries or a better use of energy through interoperability, so that batteries can be used more effectively and not only for the benefit of mobility. The proposals were welcomed across the political groups and Europe's pioneering role in sustainable production was emphasised. The Commission pointed out that a European deposit system had been rejected because of an impact assessment and the high costs: https://www.europarl.europa.eu/meetdocs/2014_2019/plmrep/COMMITTEES/IMCO/PA/2021/09-01/1236097EN.pdf

Monitoring CO2 emissions of heavy-duty vehicles: New requirement to report number of powered axles

EU countries must submit information on CO2 emissions and fuel consumption of heavy-duty vehicles (HDV) to the Commission so that it can monitor progress towards EU CO2 reduction targets. This new initiative amends the EU monitoring and reporting rules on HDV CO2 emissions, requesting that EU countries also provide information on the number of powered axles. This will help match the information reported by EU countries with that reported by manufacturers, thereby reducing the administrative burden. This draft act is open for feedback until 5 October 2021: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13157-Monitoring-CO2-emissions-of-heavy-duty-vehicles-new-requirement-to-report-number-of-powered-axles_en

ENVI: Debate about CO2 border adjustment mechanism (CBAM)

The Environment Committee of the European Parliament (ENVI) held a debate with Director General Gerassimo Thomas (Taxation and Customs Union Directorate-General) about the CO2 border adjustment mechanism (CBAM). He explained the legislative proposal of the European Commission and emphasised the objective of introducing CBAM as a climate instrument in coordination with international partners. The MEPs discussed the scope of this tool: https://multimedia.europarl.europa.eu/de/committee-on-environment-public-health-and-food-safety_20210909-1345-COMMITTEE-ENVI_vd

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.