

NEWS FROM BRUSSELS 30/2021

2021 State of the Union Address by President von der Leyen

In her 2021 State of the Union Address, which marked the tenth time a Commission President has delivered a State of the Union address to the European Parliament, President von der Leyen stressed that the evolution in the themes of the previous speeches reflects the changing nature of focus and the speed of the transitions in the world including mapping the course of very different crises and recoveries. In the letter of intent accompanying the State of the Union Address the European Commission's key new initiatives for 2022 are summarised including "A European Green Deal" and "A Europe fit for the digital age":

https://ec.europa.eu/info/sites/default/files/state_of_the_union_2021_letter_of_intent_en.pdf

How a European Chips Act shall put Europe back in the tech race

By announcing a European Chips Act in her State of the European Union address, President Ursula von der Leyen has sent a strong geopolitical and economic signal. Member States are currently designing national strategies to develop on their soil industrial and production capacities in order to reduce their dependencies. With the European Chips Act, these national efforts can be integrated in a coherent European vision and strategy. It shall also provide a framework to avoid a race to national public subsidies fragmenting the single market, set conditions to protect European interests and place Europe firmly in the global geopolitical landscape: https://ec.europa.eu/commission/commissioners/2019-2024/breton/blog/how-european-chips-act-will-put-europe-back-tech-race_en

Europe's CO2 emission performance standards for new passenger cars: Lessons from 2020 and future prospects

The recently published paper by the International Council on Clean Transportation (ICCT) reviews recent developments in the European passenger car market and assesses the implications for the proposed post-2021 CO2 emissions targets. The regulatory proposal suggests retaining the 2025 reduction target of 15% compared to the 2021 baseline, and CO2 emissions reductions from cars would have to reach 55% in 2030, up from 37.5% in the current regulation. The proposal also suggests a de facto phase-out of internal combustion engine vehicles by suggesting that new cars registered should have zero emissions by 2035: <https://theicct.org/publications/eu-ev-pv-co2-emission-performance-sept21>

Mandating zero-emission vehicles in corporate and urban fleets: guidelines for reflection for policy makers

The Platform for electromobility, an alliance of 45 industries, NGOs and associations published a position paper with the aim of providing policy makers with information and figures to support the drafting of new legislation. The elements presented are intended to aid reflection on enshrining in law and implementing the EU Smart and Sustainable Mobility Strategy's "actions to boost the uptake of zero-emission vehicles in corporate and urban fleets": https://www.platformelectromobility.eu/wp-content/uploads/2021/09/Follow-up-paper-on-fleet-electrifications_Final.pdf

European Commission: Key targets for the digital decade

A successful digital transformation in Europe by 2030 needs structured and close cooperation between the EU and Member States in order to boost European digital capacities and capabilities. In view of this, the Commission's proposed Path to the Digital Decade will establish an annual cooperation cycle and introduce a mechanism to coordinate investments between the Commission and Member States to reach the EU's 2030 Digital Decade targets: <https://digital-strategy.ec.europa.eu/en/library/factsheet-policy-programme-path-digital-decade>

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.