

## NEWS FROM BRUSSELS 6/2023

### **Euro 7 proposal: Trilogue negotiations progress in the Council**

The Council working party "Technical Harmonisation - Motor Vehicles" continued its discussion on the Euro 7 proposal on 1 and 8 February. In the debate with the Commission, the most controversial element was the application dates for LDV and HDV, with many delegations considering the dates proposed by the Commission as unrealistic. The Council Presidency had to adjust its timetable because many member states have not yet finalised their position. The Council Presidency will present a compromise text on 22 March.

### **Data Act: Vote in the ITRE Committee**

On 9 February, the lead Committee "ITRE" adopted the compromise report, as negotiated by Pilar de Castillo (EPP) for the Data Act. Agreement was reached on strengthening the provisions on the protection of trade secrets and on setting stricter conditions for B2G data requests. It is expected that the report will be submitted to the plenary for a vote on 13 March and will then represent the Parliament's negotiating position for the trilogue negotiations.

### **Informal meeting of competitiveness ministers in Stockholm**

On 6-8 February, the EU competitiveness ministers met for an informal session in Stockholm. On the first day, Ms Busch, Mr Forssell and the Confederation of Swedish Enterprise welcomed participants to a business fair at Scandinavian XPO. On the second day, participants discussed how the EU can achieve the long-term objectives regarding enhanced competitiveness through a strengthened single market and the green transition: <https://swedish-presidency.consilium.europa.eu/en/events/informal-meeting-of-competitiveness-ministers-6-82/>

### **Stakeholders from industry, automotive and logistics sector call on EU to accelerate deployment of alternative fuel infrastructure**

On 9 February, eight stakeholders from the industry, automotive and logistics sectors sent a letter to the rapporteurs of the Trans-European Transport Network (TEN-T) revision and the deployment of alternative fuel infrastructure, as well as to the Swedish Presidency of the EU Council, calling on them to demonstrate strategic leadership, vision and ambition to speed up the development of alternative fuel infrastructure in Europe within the TEN-T network: <https://uetr.eu/joint-industry-letter-in-support-of-faster-roll-out-of-alternative-fuel-infrastructure/>

## **Joint statement of the EU industry: CO<sub>2</sub> Regulation for Heavy-Duty Vehicles to recognise decarbonisation potential of sustainable and renewable fuels**

On 2 February, several stakeholders, including CLEPA, AECC, ECFD, eurogas and FuelsEurope, released a joint statement calling for the decarbonization potential of sustainable and renewable fuels to be included in the regulation on CO<sub>2</sub> emission standards for heavy-duty vehicles. The draft legislation, expected next week, will propose new CO<sub>2</sub> reduction targets for motor vehicles over 3.5 tons. ZDK is among the signatories: [https://www.efuel-alliance.eu/fileadmin/Downloads/Positionspapiere/Joint\\_industry\\_statement\\_HDV\\_CO%E2%82%82\\_Regulation\\_Renewable\\_Fuels.pdf](https://www.efuel-alliance.eu/fileadmin/Downloads/Positionspapiere/Joint_industry_statement_HDV_CO%E2%82%82_Regulation_Renewable_Fuels.pdf)

*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.*