

## WEEK IN BRUSSELS

Week ending Friday 14 February

### IMCO Committee adopt draft eCall report

The IMCO (Internal Market and Consumer Protection) Committee has adopted Rapporteur Olga Sehnalová's Report on the deployment of an EU-wide eCall system. The proposal will mean that from October 2015 (subject to revision) all new cars sold in the EU should be able to automatically alert emergency services to serious accidents. Key elements of the proposal adopted by the Committee include the allowance of Third Party Services as an alternative to eCall and the debate around the "open platform" to be discussed in a following round of legislation as this round shall focus on eCall as a safety system only. An indicative plenary sitting is currently scheduled for 25/26 February 2014. Should the Regulation be formally adopted by the European institutions, Member States will have to upgrade their infrastructure in order to ensure that "eCall" devices are fitted to all new car models by October 2015. (Source: European Parliament)

<http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-%2f%2fEP%2f%2fTEXT%2bIM-PRESS%2b20140210IPR35519%2b0%2bDOC%2bXML%2bV0%2f%2fEN&language=EN>

### Council adopts CO<sub>2</sub> from new light commercial vehicles regulation

The Council of the European Union has adopted a regulation amending regulation (EU) No 510/2011 to define the modalities for reaching the 2020 target to reduce CO<sub>2</sub> emissions from new light commercial vehicles. This final adoption of the legislation by the Council follows an agreement reached at first reading with the European Parliament. The European Parliament voted at its plenary session of 14 January 2014. From 2020, a target of 147 g CO<sub>2</sub>/km is set for the average emissions of new light commercial vehicles registered in the Union. The regulation will apply to manufacturers producing more than 1000 new light commercial vehicles registered in the Union in the previous calendar year. The regulation also

stipulates that CO<sub>2</sub> savings achieved through the use of innovative technologies or a combination of innovative technologies will be considered. The total contribution of those technologies to reducing the specific emissions target of a manufacturer may be up to 7g CO<sub>2</sub>/km. In view of the link between CO<sub>2</sub> emissions and fuel consumption, reducing CO<sub>2</sub> emissions from light commercial vehicles will also contribute to reducing fuel consumption and related costs for owners of such vehicles in a cost-effective manner. The Commission will review the regulation by the end of 2015 in order to establish the CO<sub>2</sub> emissions targets for new light commercial vehicles for the period beyond 2020. The regulation will enter into force on the third day following that of its publication in the Official Journal of the EU. (Source: Council of the European Union)

[http://www.consilium.europa.eu/uedocs/cms\\_data/docs/pressdata/en/envir/140977.pdf](http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/envir/140977.pdf)



### December industrial production prices down by 0.7% in the EU

Figures published by Eurostat, the statistical office of the European Union, show that in December 2013, compared with November 2013, seasonally adjusted industrial production fell by 0.7% in both the euro area and the EU, whilst in November industrial production rose by 1.6% and 1.3% respectively. In December 2013 compared with December 2012, industrial production grew by 0.5% in the euro area and by 0.9% in the EU. Average industrial production for the

year 2013, compared with 2012, dropped by 0.8% in the euro area and by 0.5% in the EU.

(Source: Eurostat)

[http://europa.eu/rapid/press-release\\_STAT-14-22\\_en.htm?locale=en](http://europa.eu/rapid/press-release_STAT-14-22_en.htm?locale=en)



## ETSI and CEN confirm set of standards for connected cars

Two European standards organisations, ETSI and CEN, have confirmed that the basic set of standards requested by the European Commission to make connected cars a reality has been fully completed. The norms which they have adopted ensure that vehicles made by different manufacturers can communicate with each other. The EU invested more than €180 million in research projects on cooperative transport systems, whose results helped develop the standards. Work on the Release 2 standardisation package has already begun to fine tune existing standards and deal with more complex use cases. European organisations cooperate closely with American and Japanese organisations to ensure that the systems are compatible across the globe. Commenting on the announcement, Neelie Kroes, Vice President of the European Commission, stated: "With this set of standards ready, connected cars are on the right track. Direct communication between vehicles and infrastructures will ensure safer and more efficient traffic flows, with great benefits for drivers & pedestrians, our environment and our economy. This shows Europe's unique digital advantage. But for connected cars to really work, we also need more consistency in rules that underpin fast broadband networks. Our fragmented spectrum policy puts the brakes on our economy – now it's time to get our connected continent up to cruising speed".

(Source: European Commission)

[http://europa.eu/rapid/press-release\\_IP-14-141\\_en.htm?locale=en](http://europa.eu/rapid/press-release_IP-14-141_en.htm?locale=en)

## Week ahead

### European Commission

No relevant activity

### Council of Ministers

Tuesday 18 February

Economic and Financial Affairs Council

Key items on the agenda for Ministers include:

- Adoption of conclusions regarding the Commission's annual growth survey
- Set priorities for the EU's budget for 2015

Thursday 20 February

Competitiveness Council: Internal market and industry

Key items on the agenda for Ministers include:

- A policy debate on industrial competitiveness

### European Parliament (Meetings of Committees - Brussels)

Thursday 20 February

ENVI

Consideration of draft recommendation for second reading on sound level of motor vehicles

TRAN

Presentation by the European Commission on the 2014 TEN-T Work Programmes