

CV registrations +14.7% in September 2015

Figures released by the European Automobile Manufacturers' Association (ACEA) this week show demand for new commercial vehicles in the EU increased by +14.7% in September, for the ninth consecutive month, totalling 208,077 units. Growth was sustained across all commercial vehicle segments. Spain (+53.2%) and the UK (+19.9%) confirmed the positive momentum posting double-digit percentage gains, followed by France (+9.7%) and Italy (+4.9%), while Germany remained stable (+0.6%). Over nine months in 2015, the EU market expanded (+12.2%), totalling 1,517,247 commercial vehicles. During the same period, Spain (+38.6%), the UK (+19.2%), Italy (+10.0%), Germany (+2.2%) and France (+1.9%) all posted growth. (Source: [ACEA](#))

Alternative Fuel Vehicle registrations up 19.8%

Figures released by the European Automobile Manufacturers' Association (ACEA) this week show total alternative fuel vehicle registrations in the EU increased by 13.4%, reaching 127,661 units in the third quarter of 2015. Of these, electric vehicle (EV) registrations showed a substantial increase (+62.2%), rising from 17,488 units in Q3 2014 to 28,360 units in Q3 2015. Demand for new hybrid vehicles (HEV) also grew significantly (+34.7%), totalling 53,183 units. On the other hand, registrations of new passenger cars powered by propane or natural gas showed a decline in the third quarter (-17.1), totalling 46,118. Looking at the EU's major markets, Spain saw the largest increase of AFVs registered over the third quarter (+74.0%), followed by the Netherlands (+55.5%), France (+46.1%) and the UK (+26.4%). While growth in Spain was sustained across all AFV categories, growth in the Netherlands, France and the UK was totally driven by electric and hybrid electric vehicle markets. Among the EU+EFTA countries, Norway registered the largest number of electrically chargeable vehicles over the period, totalling 7,823 units. (Source: [ACEA](#))

Commission presents 2016 Work Programme

On 27 October, the European Commission adopted its 2016 Work Programme, the second of the Juncker Commission, reaffirming the commitment to the ten political priorities of its Political Guidelines. The Commission Work Programme 2016 will deliver 23 key initiatives across 10 political priorities, 20 intended withdrawals or modifications of pending proposals and 40 REFIT actions to review the quality of existing EU legislation. The new initiatives which the Commission will deliver in 2016 include:

- Initiatives on Better Migration Management, and proposals on Border Management
- Implementation of the Digital Single Market, Follow-up to the Single Market Strategy, a Space Strategy for Europe, and a European Defence Action Plan
- A Circular Economy, Next Steps for a Sustainable European Future, and legislation to implement the Energy Union
- A New Skills Agenda for Europe, a New Start for Working Parents, and a Pillar of Social Rights as part of a deepening of Economic and Monetary Union
- A Corporate Tax package and an Action Plan on VAT

Other key initiatives for 2016 will implement the European Security Agenda, follow up on the Trade and Investment Strategy and the Five Presidents' Report on Deepening Economic and Monetary Union, and provide the Commission's contribution to the Global Strategy on Foreign and Security Policy. The Commission will also present the mid-term review of the Multi-Annual Financial Framework and a strategy to better focus the budget on results.

(Source: [European Commission](#))

Member states reach agreement on RDE

European countries reached a compromise deal on new testing rules for cars on Wednesday (28 November). The technical regulatory committee

gathering Member States representatives agreed that the new RDE test will have a binding impact on the type-approvals issued by the national type-approval authority (TAA) from September 2017 for all newly approved types of vehicles (from September 2019 for all new vehicles). Given technical limits to improving the real world emission performance of currently produced diesel cars in the short-term, Member States agreed that car manufacturers must reduce the divergence between the regulatory limit that is tested in laboratory conditions and the values of the RDE procedure when the car is driven by a real driver on a real road (the so-called "conformity factor") in two steps:

- in a first step, car manufacturers will have to bring down the discrepancy to a conformity factor of maximum 2.1 (110%) for new models by September 2017 (for new vehicles by September 2019);
- in a second step, this discrepancy will be brought down to a factor of 1.5 (50%), taking account of technical margins of error, by January 2020 for all new models (by January 2021 for all new vehicles).

(Source: [European Commission](#))

Auto industry reacts to new real driving emissions testing standards

Following this week's meeting between the European Commission's regulatory committee and member states, the European Automobile Manufacturers' Association (ACEA) have released a statement noting that they fully understand the need for step 1 of real driving emissions (RDE) testing to commence from September 2017 for new vehicle types, and has always been committed to this. ACEA stated: "On Wednesday, member states voted in favour of a tough compromise text on RDE with testing standards that will be extremely difficult for automobile manufacturers to reach in a short space of time. As a direct consequence, a substantial number of diesel models will have to be phased out earlier than planned. As well as having serious economic implications, this will make it more challenging for manufacturers to meet the 2021 targets for CO2 emission reductions, since diesel engines emit 15-20% less CO2 than comparable petrol engines. Over the past years, policy initiated by the EU institutions has focused on reducing greenhouse gas emissions, resulting in the

most stringent targets for CO2 emissions from passenger cars in the world." (Source: [ACEA](#))

EU Environment Ministers discuss the EU ETS

This week, the EU Environment Ministers had their first debate on the reform of the EU Emissions Trading Scheme (ETS) post-2020. They specifically debated on the level of ambition of the Commission's proposal, free allocation, climate finance, measures for the risk of carbon leakage, as well as innovation and modernisation funding mechanisms. The Ministers welcomed the reform as an important step in reaching the 2030 target of a 40% emissions reduction compared to 1990. They stressed that the EU ETS is linked to other elements such as the COP21 later this year and the future legislative proposal on emissions reduction for the non-ETS sectors. EU Environment Ministers also had an exchange of views on 'greening' the European Semester and agreed on the need of phasing-out environmentally harmful subsidies such as fossil fuels, in the agriculture and fishing sectors. However they asked for transitional periods in order to take into account social and economic impacts and for the better implementation of existing policies and legislation. The Environment Council also discussed the 2030 Agenda for Sustainable Development with the High Representative Morgherini and focused on the environmental dimension.

(Source: CBI)

Week ahead

No EU Agenda available for the following week as there are no key activities taking place in the European Parliament, Council or Commission.

