

**Session B:**  
**Industrial Policy in Support of**  
**Electromobility**  
**European Industrial Policy**

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**and Grid Connectivity**

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Enterprise and Industry

# DG ENTERPRENEURSHIP AND INDUSTRY: CAR ISSUES

**1. Legislative work (type-approval, emission standards, safety)**

**2. Economic issues (competitiveness)**

- CARS 21- Competitive automotive regulatory system for 21st century
- impact assessments of the legislative proposals
- Reaction to the crisis « Green Car Initiative »
- **European strategy for clean and energy efficient vehicles**

**Sectoral focus justified by the importance of the sector**

# Importance of green technologies - EU policy till 2010

**1995** Communication on CO<sub>2</sub> emissions and fuel economy of cars

**1998/9** Voluntary agreements with ACEA/JAMA/KAMA: aiming at 140g/km by 2008/9

**2007** Communication on CO<sub>2</sub> from cars and light commercial vehicles: the integrated approach

**2009** Formal adoption: Regulation (EC) No 443/2009 on CO<sub>2</sub> from passenger cars

**2009** Commission proposal on CO<sub>2</sub> from LCV

**2010** European strategy on clean and energy efficient vehicles

# European strategy on clean and energy-efficient vehicles

- **Political context:**
  - Oil imports dependency
  - Climate change, air pollution
  - Strengthening industry's competitiveness, preserving manufacturing base in Europe
- **Two-pronged approach (technology neutrality):**
  - **Promotion of technologically advanced and fuel efficient vehicles to be put on the market in the near future**
    - Focus is on the combustion engine in the 2015 & 2020 perspective
    - Increased use of alternative fuels
  - **European road map and action plan for promoting and facilitating the emergence and proliferation of breakthrough technologies**
    - Main focus is placed on electric vehicles (plug-in hybrids and fully electric) taking into account current technological developments, national strategies and the fact that European framework for electric vehicles is not yet fully developed.

# What has changed since the adoption of the strategy in April 2010?

- The automotive industry has the worst of the economic crisis behind it (although sales are currently falling, due to phase-out of scrapping schemes).
- Oil dependency concerns further aggravated by the oil spill in Gulf of Mexico.
- Further increase in number of regional pilot projects.
- Appearance of new business models (pro-active actions by third party stakeholders).
- Increasing focus and efforts of the EU's global partners on transport electrification/decarbonisation.
- The strategy to be placed in broader context of transport decarbonisation.

# Implementation of the strategy

## 1. Regulatory framework

### Actions to be performed in 2010

- On 4th October 2010, new Regulation proposed on L-category vehicles (agreement in co-decision possibly in 2011)
- Rules on monitoring and derogations (Regulation (EC) 443/2009 on CO2 emissions from cars) to be adopted in November 2010
- Progress report on implementation of the 2007 strategy on CO2 emissions from cars will be adopted in November 2010
- On 10th June 2010 Commission adopted guidelines for implementation of the sustainability criteria for biofuels. The next milestone is the transposition deadline of the Directive on renewable energy (5th December 2010)
- *Study was launched in 2010 to develop a certification procedure for CO2 emissions and fuel consumption of HDV, preparing for the adoption of the strategy in 2013*
- *Study was launched in 2010 to prepare for the revision of Regulation (EC) 443/2009*

# 1. Regulatory framework

## Actions to be performed in 2011

- Adoption of the rules on eco-innovation (Regulation (EC) 443/2009)
- Commission's proposal on fuel consumption of mobile air conditioning systems
- Commission's proposal to amend the Directive 70/157/EEC to reduce noise emissions of vehicles

## 2. Supporting research and innovation in green technologies

# 3. Market uptake and consumer information

## Actions to be performed in 2010

- The guidelines on Incentives for Clean and Energy Efficient Vehicles will be adopted by the end of 2010

## Actions to be performed in 2011

- Commission's proposal for revision of the energy taxation directive
- Monitoring the transposition of the Directive on clean and energy efficient vehicles
- Electromobility demonstration project starts



## 4. Global issues

All actions are already underway

- International standardisation, regulatory dialogues with a view to promoting trade and preventing market-distorting rules on green vehicles
- Raw materials initiative (rare earths identified as “critical” for the EU)
- Harmonised regulation at a global level

# 5. Employment aspects

## Actions to be performed in 2011

- 1st phase of creation of European Sectoral Council on jobs and skills
- continue to support the training, retraining and upskilling of the workers with the financial support of the European Social Fund and in case of restructuring of the European Globalisation and Adjustment Fund

# 7. Specific actions for electric vehicles (including plug-in hybrids)

## Actions to be performed in 2010

- the Commission is preparing a proposal which incorporates into the European law Regulation No 100 of the UNECE on battery electric vehicles (electric safety).
- Ambitious timetable has been established for adoption of this standard for charging of electric vehicles. In June 2010, VP mandate was handed over to the CEN/CENELEC/ETSI in order to develop the standard.
- The EIB has completed the first phase of devising an appropriate lending policy for the EV infrastructure sector. The next step consists in the first evaluation of investment proposals. The Bank's efforts will be supported in individual cases when dealing with public authorities by the use of technical assistance funds from the European Local Energy Assistance facility (ELENA) for the preparation of investment proposals.

## 7. Specific actions for electric vehicles

### Actions to be performed in 2011

- Review of other (than electric safety) type-approval requirements

## 8. Governance

### Actions to be performed in 2010

- Re-launch of CARS 21 process

# Concluding remarks

- **Current challenges** for mass market uptake of electric vehicles
- **Industry transformation** is a strong rationale for government action
- Holistic and technology-neutral industrial policy in support of **green** vehicles
- Is the **public policy support adequate?**
- **Synergies** between the EU and US markets and the policies