

## NEWS FROM BRUSSELS 20/2020

### Access to vehicle data consultation

In the automotive industry, through the greater use of embedded sensors and electronics, the quantity of in-vehicle data available is increasing and better wireless connectivity is making it easier to share these data and to provide personalized services in the vehicle. This is changing the way current services are provided and opening opportunities for new services such as mobility as a service, which will lead to many parties, both current and new, having a legitimate interest in accessing in-vehicle data. The European Parliament have called upon the Commission to make a legislative proposal to ensure fair access to in-vehicle data and resources, thus providing a route to implement legislation, if found necessary. To support this work, the Commission have awarded TRL a project to develop options for possible legal framework: <https://trl.co.uk/temporary-landing-pages/access-to-vehicle-data-consultation>

### EU renewable energy rules – Review

Under the European Green Deal, the Commission has committed to stronger action on climate change and will assess how the EU's greenhouse gas emissions could responsibly be reduced by at least 50% to 55% by 2030. The review will

- assess how far EU renewable energy rules (Directive 2018/2001/EU) can contribute to a higher EU climate ambition
- explore how to accelerate the transition to a more integrated energy system as outlined in the energy system integration & hydrogen strategies.

This public consultation is open until 9 February 2021: <https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12553-Revision-of-the-Renewable-Energy-Directive-EU-2018-2001>

### ACEA contacts DG Internal Market regarding end-of-series provisions

ACEA again expressed towards the European Commission its view that they see a need for Member States to put in place additional end-of-series flexibilities, as they did this summer. While some Member States have begun to take such measures, others are alleging they cannot do so without formal written assurance from the Commission that the need for such measures can be devolved to the Member States and any steps taken at national level will not result in infringement proceedings.