



## NEWS FROM BRUSSELS 28/2021

### **TRAN: Exchange on “Fit for 55”**

The Transport Committee of the European Parliament (TRAN) debated with Maja Bakran, Deputy Director General DG MOVE, on the “Fit for 55” package. The debate included possible plans of the Commission to evaluate CO2 emissions of vehicles in the future on the basis of a life cycle analysis. Currently the emissions are measured at the exhaust. The development of the charging infrastructure as part of the Alternative Fuels Infrastructure Regulation (AFIR) was also part of the debate. Bakran stated that the Commission would develop a methodology for a life cycle analysis by 2023. With regard to the charging infrastructure, she explained that two goals were set: on the one hand a fleet-based goal that would be independent of the electric start-up and also a distance-based goal along the TEN-T networks:

[https://emeeting.europarl.europa.eu/emeeting/committee/de/agenda/202109/TRAN?meeting=TRAN-2021-0901\\_1&session=09-01-09-00&item=ITRAN\(2021\)0901\\_1DE-5&lang=de](https://emeeting.europarl.europa.eu/emeeting/committee/de/agenda/202109/TRAN?meeting=TRAN-2021-0901_1&session=09-01-09-00&item=ITRAN(2021)0901_1DE-5&lang=de)

### **CO2 emissions from new passenger cars in Europe: Car manufacturers’ performance in 2020**

This briefing paper provides an overview of CO2 emission levels of new passenger cars in the European Union in 2020 based on a preliminary dataset recently released by the European Environment Agency. The dataset shows that new cars sold in the EU in 2020 had average CO2 emissions of 108 g CO2/km, 14 g/km lower than in 2019, as measured over the New European Driving Cycle (NEDC). Including flexible compliance mechanisms, such as super-credits and phase-in provisions, lowers average NEDC CO2 emissions to 96 g/km:

<https://theicct.org/publications/eu-co2-pvs-performance-2020-aug21>

### **EU's defence measures against unfair trade practices remained effective in 2020**

Executive Vice-President and Commissioner for Trade Valdis Dombrovskis said: “The EU needs effective tools to defend ourselves when we face unfair trade practices. This is a key pillar of our new strategy for an open, sustainable and assertive trade policy. We have continued to use our trade defence instruments effectively during the COVID-19 pandemic, improved their monitoring and enforcement, and tackled new ways of giving subsidies by third countries.” At the end of 2020, the EU had 150 trade defence measures in force, in line with previous years' activity levels with an increase in the number of cases lodged towards the end of 2020:

[https://ec.europa.eu/commission/presscorner/detail/en/ip\\_21\\_4481](https://ec.europa.eu/commission/presscorner/detail/en/ip_21_4481)

## **Better raw material sourcing can significantly reduce greenhouse gas emissions**

Climate-friendly practices for sourcing raw materials hold significant potential to cut greenhouse gas emissions in Europe and globally. According to a European Environment Agency (EEA) report focusing on raw material extraction and processing, raw material consumers can use their purchasing power to influence suppliers to become more climate friendly. Including sourcing requirements in public procurement and provisions in trade agreements could help the EU and Member States cut emissions both in Europe and also contribute to global reductions: <https://www.eea.europa.eu/publications/improving-the-climate-impact-of>

*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.*