

NEWS FROM BRUSSELS 37/2021

E-Mobility: ACEA publishes data on charging points

ACEA published a study on the charging infrastructure for electric cars across Europe. The data shows that there is a significant lack of chargers in the EU countries and most of these chargers are not delivering at an acceptable speed. Out of 225.000 public chargers currently available in the EU, only 25.000 are suitable for fast charging. In other words, a mere one in nine European charging points is a fast charger (with a capacity of more than 22kW). The remaining charging points (with a capacity of 22kW or less) include many low-capacity power sockets: <https://www.acea.auto/press-release/e-mobility-only-1-in-9-charging-points-in-eu-is-fast/>

Proposal for a regulation on CO2 emission performance standards for cars and vans

The Committee on the Environment, Public Health and Food Safety (ENVI) exchanged views on the revision of CO2 emission performance standards for cars and vans and the setting of EU fleet-wide CO2 emission targets. On the basis of a non-paper on the regulation proposal, the delegations were discussing the level of ambition, the incentive mechanism for zero- and low-emission vehicles (ZLEV) as well as reporting/monitoring schemes. The next meeting is scheduled for 18 November. In the European Parliament, MEPs will be discussing the regulation proposal on 13 January 2022 in the ENVI-Committee. The final vote in the plenary will supposedly take place by May 2022: https://ec.europa.eu/clima/eu-action/european-green-deal/delivering-european-green-deal/co2-emission-performance-standards-cars-and-vans_en

Commission welcomes official launch of the “Global Plan for the UN Decade of Action on Road Safety”

The European Commission welcomes today’s official launch of the United Nations’ Global Plan setting out how to achieve the target to reduce road traffic deaths and injuries by 50% by 2030. The Global Plan encourages governments, national and international agencies, non-governmental organisations, foundations, the education sector and private companies each to play their part in implementing policies and actions that will help cut road traffic casualties. It reinforces the EU’s own aspirations: The EU Road Safety Policy Framework aims at halving the number of fatalities and serious injuries on European roads by 2030, as a milestone on the way to ‘Vision Zero’ – zero fatalities and serious injuries by 2050: <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030>