

20th October 2010

- **European Strategy on clean and energy efficient vehicles**
- **CARS 21**
- **Hydrogen Working Group**



European Commission
Enterprise and Industry

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Main tasks of DGEntr on the cars sector

- **Type-approval legislation**
 - Safety
 - Environment
 - ❖ Euro 5 and Euro 6 (passenger cars)
 - ❖ Euro VI (trucks)
 - ❖ Development of new test-cycle for pollutants emissions (UN/ECE)
 - ❖ Development of a test-procedure for MAC
 - ❖ CO2 saving measures: gear shift indicators, tyre rolling resistance limits, tyre pressure monitoring system
- **Development of policies related to competitiveness**
 - European strategy for clean and energy efficient vehicles
 - CARS 21- Competitive automotive regulatory system for 21st century

European Strategy on Clean and Energy-efficient Vehicles (I)

- Communication from the Commission (28-4-2010)
- Objective: provide a policy framework for the promotion of “green” vehicles, through short, medium and long-term actions
- Facts
 - Global car fleet to be doubled by 2030 (increase of pollutants, PM and GHG in the atmosphere)
 - Hard competence on prices, hence need to compete on technology
- Scope
 - Traditional technologies: internal combustion engines
 - ❖ Increased use of bio-fuels, LPG and CNG
 - ❖ Improving the efficiency of current engines
 - Future technologies: breakthrough technologies. Main focus is placed on electric vehicles (plug-in hybrids and fully electric), but also other alternative technologies (fuel cell)

European Strategy on Clean and Energy-efficient Vehicles (II)

• Actions

- Environmental legislation: CO2 reduction, proposal for MAC, noise reduction...
- Public funding: proposal of a long term strategy in 2011 for R&D, TEN T/Transport infrastructure, EIB support in the frame of the European Clean Transport Facility
- Market uptake and consumer information: guidelines on financial incentives to consumers, streamlining the tax incentives set up by MMSS, revision on the Directive on car labelling...
- Global issues: harmonisation at UN/ECE level and support access to raw materials in short supply
- Governance: re-launch of CARS 21, with revised mandate and extended stakeholder involvement

CARS 21 (I)

- Commission Decision Re-launching CARS 21
- Objective: identify policies and measures at EU and national levels, aiming at fostering the competitiveness and sustainable growth of the European automotive industry
- Composition
 - High level Group of around 40 members appointed by the Commission
 - High level stakeholders with competence in areas related to the competitiveness and sustainable growth of the car industry
 - Balanced representation (EP, Commission, MMSS, industry, trade unions, NGO's and consumers)
- Tasks
 - Policy recommendations at EU, national and stakeholders level
 - To assist the Commission in questions related to the competitiveness and sustainable growth of automotive industry
 - To conduct analysis and studies about the factors driving the structural changes in the automotive industry

CARS 21 (II)

- Specific fields
 - Emissions and CO2 policies
 - Trade aspects and international harmonisation
 - Industrial and social aspects
 - Infrastructure, services and energy supply
- Operation
 - Management: Commission
 - Preparatory sub-group: prepare discussions of HLG
 - Working groups for examining specific questions, subjected to temporary mandates (technical perspective)
 - The Commission may invite experts or observers to any of the groups set up.

CARS 21 (III)

- Indicative timetable

- Official launch of CARS 21 (HLG meeting):
10th November
- WG meetings: starting as of January 2011
- 2011: two HLG meetings and four sub-group meetings
- Report to be developed by spring 2012

Hydrogen Working Group

- Initially set up for the adoption of measures with respect to safety of hydrogen cars (Regulations 79/2009 and 406/2010)
- Currently implementing hydrogen in Euro 5 and Euro 6
 - Scope: ICE running on hydrogen and H2NG, considering not only fix, but variable H2NG blends
 - Issues to be decided
 - ❖ Setting out number of tests to be performed (depending on tests performed in JRC)
 - ❖ Type of tests (Regulation 83 UN/ECE)
 - ❖ Defining reference fuels (ISO standards)
 - ❖ Determining fuel consumption
- Next meeting January

Thank you

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