



List of questions for Commissioner Vălean

1. *Considering the high number of initiatives arising from the European Green Deal, how will the European Commission ensure coherence of the resulting regulatory framework (e.g., regarding emissions and pollution) with the objectives of keeping mobility affordable for all and helping consumers making informed choices?*
 - The Commission is working with an integrated policy approach that is paying close attention to coherence and connections between the different policy initiatives, which are bundled in the Fit for 55 package approach. The Climate Target Action Plan [*published in September 2020*] and the accompanying comprehensive Staff Working Document describe already the main objectives and interplay of the different initiatives. The Commission is using one common reference scenario to analyse the contributions of the different initiatives, which will ensure the overall coherence of the policy approach.
 - The Sustainable and Smart Mobility Strategy clearly underpins that the twin transition of decarbonisation and digitalisation in the transport sector should leave no one behind. A just transition is a key priority, as evidenced in the set-up of the Just Transition Fund at EU level.
 - With this objective, we will be also preparing the guidelines, which I mentioned in my introduction, aimed at increasing the awareness of the carbon footprint of particular transport options.
2. *How do you see the future of Internal Combustion Engines, as some Vehicle Manufacturers are currently making big announcements toward electrification only: will the CO2 targets' legislation push for an early "leap forward"?*
 - The CO2 emission performance standards for cars and vans set ambitious but feasible emission reduction targets for the overall manufacturer fleet of new vehicles. The Commission is currently considering the needs for increasing the targets for 2030 in view of the increased climate ambition of the EU. The CO2 emission performance standards do not prescribe technologies, but it is clear that in view of long-term emission reduction, zero-emission powertrain technologies will need to play an increasing role in the registration of new vehicles.
 - The Commission has always noted that this will require a discussion with manufacturers about the time as of which vehicles with conventional engine technologies will need to stop coming to the market, but that the Commission does not consider the possibility of a ban. Market development clearly point to a rapid acceleration of electric vehicle take up, driven by falling battery prices and strong improvements in battery technologies. As fleet turnover cycles take time, combustion engine vehicles will remain in the car stock for quite some time. This is why the revision of the Renewable Energy Directive will also push for an increased ambition in the use of low-carbon, renewable transport fuels. The



analysis underpinning the Sustainable and Smart Mobility Strategy shows that almost the entire car stock in the EU will be zero-emission in 2050.

3. *The European Commission envisages electrification and hydrogen as the main powertrain technologies to go forward in transport. FIA Region I is calling for a technological neutral approach to decarbonization, whereby the full array of vehicle emissions is considered over their lifetime by means of a Life Cycle Analysis. Is the European Commission considering a Life Cycle Analysis approach to avoid betting on a technology which drawbacks may only be discovered years later?*
- The current "Tank-to-Wheel" (TTW) approach, by focusing on the tailpipe CO2 emissions of the vehicles, is considered fully coherent with other policy instruments contributing to the EU's climate and energy policy, including the EU Emissions Trading System (ETS), the Effort Sharing Regulation and policy initiatives taken in the fuels and transport sector. This links back to your earlier question about the need for the policy coherence of different policy initiatives.
 - The latest information from studies performed for the Commission shows that zero-emission vehicles at tailpipe (battery electric, hydrogen fuel cell) also bring substantial benefits from a lifecycle perspective: their greenhouse gas emission performances are substantially lower than those of diesel/petrol vehicles, and they are expected to bring further improvements as the share of renewable electricity increases.
 - Nevertheless, the Commission is analysing all possible solutions as part of the review of the new CO2 emission performance standards for cars and light duty vehicles.
4. *Connected vehicles are expected to change radically the current vehicle servicing, while enabling MaaS, multimodality, car sharing, etc. The models of access to in-vehicle data currently proposed by VM, do not offer every market player the same opportunities, since they allow VM to dictate who and under which conditions is granted access to vehicle data. Without a fair access to data, many of the foreseen advantages will not materialize. Until what extent will the Commission intervene, in terms of regulation, to ensure that, in one hand, a real single market for data, innovation, and competition, and, on the other hand, that data and privacy rights are respected?*
- The access for service providers to in-vehicle data is indeed a very important issue. It may strongly impact many aftermarket business cases such as insurance, assistance, repair and maintenance etc. that represent hundreds of thousands of companies and millions of jobs in the EU.
 - We are looking for a fair and equitable access to in-vehicle data for all relevant stakeholders. This is all about creating the right conditions for the competitiveness of the European industry and for the development of a digital economy, as supported by the Digital Single Market Strategy. The privacy aspects cannot be neglected, as vehicle data, when they are used to provide a service, are almost always linked to the driver / owner of the vehicle.



- As you know the Commission services, and in particular DG GROW, which is in charge of the type-approval legal framework, are carefully assessing and preparing a legislative proposal to open up car data to mobility services on the basis of the current legislation on access to repair data in the EU type approval legislation. A study from DG GROW is about to be finalised in the support of the legislative proposal on type approval to be adopted by the end of 2021.
5. Soon, low-income people that cannot make use of public transport because of its limitations, and cannot afford an (electric) car, may be left behind. The European Commission put forward the Just Transition Mechanism as a key tool to ensure that the transition towards a climate-neutral economy happens in a fair way. What does the European Commission intend to fund with this mechanism, and how would it apply to transport?
- As part of our Sustainable Europe Investment Plan [COM/2020/21 of 14/01/2020], the Commission has proposed a Just Transition Mechanism, including a Just Transition Fund.
 - The Just Transition Mechanism is designed to ensure that the transition to a climate-neutral economy leaves no one behind. All regions will require support. The mechanism provides targeted support to help mobilise at least €100 billion in 2021-2027 in the most affected regions. The mechanism will be additional to the substantial EU contributions through all instruments directly relevant to the transition, notably the European Regional Development Fund ('ERDF') and the European Social Fund Plus ('ESF+').
 - As outlined in our Sustainable and Smart Mobility Strategy [*para. 89*], the Commission will ensure that possibilities under the Just Transition Mechanism are fully explored to make mobility affordable and accessible in all regions and for all passengers.
 - The European Pillar of Social Rights is our 'compass', helping us to ensure that green and digital transitions are socially fair and just. [*The pillar builds on 20 key principles, structured around three categories: (i) equal opportunities and access to the labour market; (ii) fair working conditions; (iii) social protection and inclusion.*]
 - Mobility is a critical aspect of social inclusion and an important determinant of human well-being, especially for disadvantaged groups. Transport is recognised as an essential service in Principle 20 of the European Pillar of Social Rights. It fulfils a basic need in enabling citizens to integrate into society and the labour market, but also constitutes a significant part of household expenditure.
 - Price signals are important to incentivise greener options and choices. However, if transport is to remain affordable, this cannot only be about making polluting modes of transport more expensive by internalising external costs, but also about reducing the costs generally on more sustainable alternatives. Specific compensation schemes and the effective use of taxation and subsidy will be key to ensure a socially and geographically fair transition. In those Member States where targeted measures are in place for low-income people, those include reduced tariffs, subsidies as well as social protection measures.



- On 4 March the Commission has adopted the European Pillar of Social Rights Action Plan. It announces that the Commission will present in 2022 an EU report on access to essential services (which includes transport).

6. Vision 0/road safety: What is the Commissioner's expectation with respect to heavy injuries? Everything seems to be focussed on preventing fatalities, but mitigating safety measures, even those put in place for vulnerable road users, might not be effective in reducing heavy injuries.

- For every fatality on EU roads, there are about 5 serious injuries. These very often mean life-changing consequences for those concerned and their families. So you are absolutely right that serious injuries need our attention.
- The first thing to do is collect accurate and comparable data and to set measurable targets. We are doing this together with Member States, and have set ourselves – for the first time – a target to reduce the number of serious injuries by 50% between 2021 and 2030.
- The next step concerns targeted measures, and the measures that we are taking as part of the “Safe System” approach do exactly that, they focus on preventing fatalities AND serious injuries.
- For example, (1) **driver assistance systems as part of the revised General Safety Regulation** (like Intelligent Speed Assistance, turning assistants for trucks, recognition of driver distraction etc.) will make a big difference, in particular for vulnerable road users.

Most of these are ‘active safety measures’, they prevent crashes and hence are effective both for fatalities and serious injuries.

- (2) **Addressing inappropriate speed, and enforcing rules on drink- and drug-driving** are crucial.

These are Member State competences, but we are funding capacity building in the EU Road Safety Exchange programme and we are reflecting on EU level guidance.

- (3) Segregated infrastructure for vulnerable road users also helps a great deal, and we are supporting its development with funding.
- (4) And we will be also include road safety as a component of the upcoming initiatives: for example safety in urban nodes as part of the TEN-T revision and safety of micromobility (in particular e-scooters) as part of an urban initiative later this year.