



EUROPEAN COMMISSION

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Member of the Commission

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Mr [REDACTED]
[REDACTED]
Daimler Truck AG
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[REDACTED]

Dear Mr [REDACTED]

Thank you for supporting the Commission's plans for a more resilient Europe with regard to semi-conductors as well as for your views on the future emissions standard Euro 7 and the implementation of the vehicle General Safety Regulation¹ (GSR).

As regards semi-conductors, I am very pleased to inform you that the Alliance on Processors and Semiconductor Technologies has now been launched. It brings together key actors in the design and production of microelectronics chips. I hope to be able to count on your involvement as well, given the central role played by automotive manufacturers as users of semi-conductors.

I also support and welcome an open dialogue on Euro 7. The Commission has already consulted thoroughly Member States, industry and other stakeholders in the Advisory Group on Vehicle Emissions Standards (AGVES). We intend to maintain AGVES as an open communication channel with all stakeholders, but also remain available for additional exchanges as necessary.

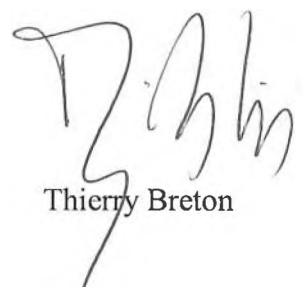
As regards the implementation of the GSR, the preparation of the secondary legislation for the first phase of implementation has been finalised for most of the measures. Concerning the Event Data Recorder, the core technical requirements have already been agreed in the context of the United Nations World Forum on harmonisation of Vehicles Regulations². Formal adoption of the EU text will take place right after the summer break.

¹ Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users (OJ L 325, 16.12.2019, p.1).

² UN Regulation 160 does not cover certain aspects that will be covered at EU level (e.g. provisions on the retrieval of EDR data from the vehicle).

Regarding your concerns on the future GSR technical requirements on truck direct vision, while the co-legislators set clear targets for truck cabins to reduce blind spots to the greatest extent, they also recognised a possible impact on existing truck designs. For these reasons, they gave sufficient lead-time (10 years) to meet this target. The co-legislators also anticipated the impact the new design could have on the installation of alternative powertrains and provided back in 2015 more flexible maximum dimension requirements for trucks with a better direct vision³. I trust that you find this information useful.

Yours sincerely,



Thierry Breton

³ Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 115, 6.5.2015, p. 1).