## Observations on the European Strategy for a Sustainable and Smart Mobility

*September 2020*

The European Automotive and Telecoms Alliance (EATA) welcomes the opportunity to comment on the European Commission's Roadmap and consultation on the forthcoming Sustainable and Smart Mobility Strategy.

We agree with the Commission that connected and automated mobility solutions have great potential to **achieve the environmental objectives** of this Commission as set out in the European Green Deal: a 90% reduction in greenhouse gas emissions in transport by 2050. Our sectors are contributing to this vision by developing and deploying connected and automated vehicles that will – alongside other measures such as smart traffic management systems and Mobility-as-a-Service (MaaS) solutions – increase the efficiency of the transport system over time and significantly reduce emissions, especially in urban areas where there is an urgent need to address congestion and pollution.

In addition to the potential which connected and automated driving (CAD) brings to the objectives of reducing greenhouse gas emissions, it is also a key element in achieving **seamless**, **smart** and **safe** mobility, which is an important goal of the Commission's forthcoming Strategy.

To reach these objectives, the Commission has indicated the need to **mobilise research** and **foster innovations**, as well as set the **right regulatory and non-regulatory framework** for a leading European transport industry, both in clean and connected mobility.

It is in this context that we respectfully submit our views on the right regulatory environment to develop and roll out safe, sustainable, and competitive connected and automated mobility.

### *A holistic, dynamic, and technologically neutral regulatory environment*

The automotive and telecoms industries represent a significant investment and hold great potential for innovation and leadership in Europe. Our industries work together, embracing the challenges and opportunities of digitalisation. The regulatory environment today is vastly different from the past, when policies were made in a more isolated way. The Internet of Vehicles changes the regulatory landscape for both the automotive and telecoms sectors.

Above all, policies today need to be holistic and coherent, so as to capture the crucial overlaps between regulation, and to ensure that regulatory gaps do not emerge. The regulatory environment must also be dynamic and future-proof, which does not stifle innovation.

In addition to holistic and dynamic policies, regulation also needs to be made with the principle of technology neutrality in mind: any new policy initiative should not favour one technology over another but rather let market forces be a leading force in innovation and deployment. In so doing, regulation will support innovation and fair market solutions for a smarter and more sustainable mobility in Europe.

### *Well-funded research and innovation, and robust testing*

In addition to the investment in research and innovation required to realise the potential of Connected Automated Driving (CAD), a key factor is testing. To see swift roll-out and uptake of connected and automated mobility, and to address the strong international competition, additional publicly funded research and innovation activities are required to support collaborative testing, demonstration, and pre-deployment projects. This can ensure a wider expansion and deployment of current and upcoming technologies for connected and automated driving.

## *A competitive European sector*

Europe has the opportunity to lead the way in the safe and clean deployment of new mobility solutions. The right regulatory, investment and research environment not only puts Europe in pole position to transform our transport sector and achieve ambitious emissions reductions targets, but also to strive towards digital and industrial leadership, giving us a competitive edge in global markets in this important emerging sector.

Key to boosting Europe's competitiveness and leadership in CAD is an increased engagement on these issues at the international level. Europe should cooperate closely with other countries in international fora to develop robust standards for CAD, such as is already the case in other related areas such as cybersecurity and type approval. This can include standards on safety, security and interoperability of data. Sharing of expertise, operational and regulatory best practices across the globe should be encouraged.

## *About the European Automotive and Telecoms Alliance (EATA)*

The European Automotive and Telecoms Alliance (EATA) comprises six sectorial associations: ACEA, CLEPA, ETNO, ECTA, GSMA and GSA. Together they represent around 32 leading companies, including telecom operators, vendors, automobile manufacturers and automotive suppliers.

The objectives of EATA are to:

- Facilitate and accelerate the EU-wide deployment of connected and automated driving
- Remove potential roadblocks and highlight needed technical and regulatory measures
- Identify the business models underlying connected and automated driving
- Provide a platform for knowledge-sharing between the automotive and telecommunications sectors to develop a 'common language'
- Create societal benefits by improving road safety and traffic efficiency
- Promote the European digital economy

For further information, visit www.eata.be