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Automobile Newsletter

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Contents

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Judgments and decisions

Spain

Judgment no. 22/2019 of the Barcelona Audiencia Provincial (Provincial Court) of 18 January

Judgment of the Barcelona Provincial Court made on statutory appeal lodged by a consumer (purchaser of a vehicle) in proceedings against two individuals (apparent owners of that vehicle) in a **quiet title action** under Article 348 of the Civil Code ("CC").

The sale and purchase of the vehicle at the dealership involved a case of **sale of another's property** since the vehicle was registered in the Chattels Registry subject to a **retention of title** to the **lending institution** Volkswagen Finance EFC **and a restraint on alienation**, despite having been deposited at the dealership by **the co-defendants**, who claimed never to have authorised the sale of the vehicle.

In accordance with the legal doctrine established in the **Plenary Judgment of the Supreme Court (First Division) of 5 March 2007,** the **sale of another's property** is valid and may become enforceable in accordance with the provisions of Article 464 CC, which refers to Article 85 of the Code of Commerce, which provides as follows: "***The purchase of goods in warehouses or shops open to the public will time-bar claims in favour of the purchaser, with respect to the acquired goods***, without prejudice, as the case may be, to the rights of the owner of the sold objects to bring the civil or criminal actions he or she may have the occasion to assert against whoever sold them wrongfully". **The Court concludes in this case that, since the dealership is an establishment open to the public, the sale of another's property must be considered valid and enforceable, upon payment of the price and transfer of the good**.

The rule that sustains the brought action requires the purchaser's good faith. In this regard, the Court clarifies that it is sufficient that good faith exists at the time of acquiring possession of the vehicle, **the claimed supervening bad faith thus without significance for these purposes**. Note that the purchaser in this case consulted the Chattels Registry, becoming aware of Volkswagen Finance's ownership of the property. However, the consultation took place after the act of sale. For all the above reasons, the lawsuit against **the co-defendants** (apparent owners) is successful, the latter being ordered **to provide the appellant with the documents necessary to transfer ownership of the vehicle, leaving them only the possibility of an action against the vehicle's seller, the dealership**.

Decision of the Supreme Court (Employment Division) of 27 February 2019

Decision of the Supreme Court ("TS") made on 'cassation' appeal (for reconciliation of contradictory decisions as basis for a new decision) lodged by a worker, in proceedings against **Peugeot Citroën Automóviles España, S.A.** "('Peugeot Citroën'), against the judgment of the Employment Division of the Madrid *Tribunal Superior de Justicia* (High Court of Justice) ('TSJ') that reversed the judgment of the Employment Court upholding the worker's claim of unfair dismissal under permanent employment upon a finding of **abuse in the use of a casual contract**.

The TSJ considered that "*all the contracts entered into by the individual claimant with the company clearly and precisely defined the subject matter of the temporary contract as well as its reason*", which the TS endorses, expressly indicating that the "*projects to which [the contracts] respond are 'individualised' in the three casual contracts concluded, finding that* ***the launch of a new vehicle model entails a greater variety of parts and 'may' entail an increase in production***", a premise in line with the requirement of Article 21(1) of the **Madrid Collective Agreement in the Metalworking Industry**, which provides that "***the reason justifying the conclusion of the said [casual] contract is deemed to apply when the volume of work is increased or an increase of the number of persons carrying out a given work or providing a service is deemed necessary*** ".

The appeal is struck out and the TSJ judgment under appeal, not upholding the claimant worker's claims, is held to be final.

Legislation

Spain

Royal Decree 72/2019, of 15 February, regulating the programme of incentives for efficient and sustainable mobility (MOVES Programme). Official Journal of Spain no. 41 of 16 February 2019

On 17 February, Royal Decree 72/2019 came into force, laying down the bases of the Programme of Incentives for Efficient and Sustainable Mobility ("**MOVES Programme**"), **initially endowed with** a maximum budget of **45 million euros** (Art. 8) and aimed at: (i) incentivising the purchase of alternative energy vehicles; (ii) implementing electric vehicle charging infrastructure; (iii) developing incentives for the implementation of electric bike loan systems; and (iv) implementing measures included in Workplace Travel Plans. The available budget will be distributed among the previous four actions eligible for subsidies, allocating between 20% and 50% for the first, between 30% and 60% for the second, between 5% and 20% for the third, and between 0% and 10% for the fourth.

Provided their **tax domicile is in Spain**, **self-employed persons, natural persons of legal age, commonhold associations, legal persons** and other **entities whether or not they have a distinct legal personality** and the **public sector** (Art. 2) may be **beneficiaries** of the MOVES Programme.

The **amounts of aid** for the purchase of vehicles range from 750 euros for electric motorcycles with two or three symmetrical wheels, with or without sidecar and with a cylinder capacity of more than 50 cm3 (L3e, L4e, L5e) to 15,000 euros for the purchase of buses and lorries with alternative propulsion (M3, N3). Aid for the purchase of electric vehicles for the transportation of passengers and lightweight luggage (M1) varies between 1,300 and 5,500 euros, depending on the vehicle's range (Schedule III, Action 1).

As for the **electric vehicle charging infrastructure**, aid will be **30% or 40% of the eligible cost**[1], depending on whether the beneficiary is a private company or an individual, a commonhold association or a government-owned company with no commercial or trading activity, respectively, with a **limit of 100,000 euros** per final recipient and call for applications. As regards aid for the **introduction of electric bike loan systems**, such will be **30% of the eligible cost**[2], with a limit of 100,000 euros (Schedule III, Action 2 and 3).

For the **implementation of measures included in Workplace Travel Plans**, the MOVES Programme fixes a **limit of 200,000 euros** of aid per final recipient and call for applications, with an aid of **50% of the eligible cost**[3] (Schedule III, Action 4).

Trade Secrets Act 1/2019 of 20 February. Official Journal of Spain no. 45 of 21 February 2019

The Trade Secrets Act 1/2019 of 20 February ("LSE" or "Act 1/2019", indistinctly) has been passed by the Spanish Parliament, defining, for the first time in our domestic legislation, **trade secrets** - until now found in Article 39 of the TRIPS Agreement[4] - as any information or know-how that is secret, has commercial value and has been subject to reasonable steps by its holder to keep it secret.

[1] Eligible costs are considered to be the plan, civil works, engineering costs and management of the cabling and its installation from the final electrical panel from which the circuit comes to the connection point where the vehicle is connected for charging, the latter also being eligible for subsidy. The payment system integrated in the charging station, the signalling of charging stations and the management, control and security system will also be considered eligible for subsidy.

[2] The following are considered eligible actions in electric bike loan systems: the plan, civil works, anchors and bases of the system, the cost of purchasing the bicycles and the software costs necessary to manage the loan system.

[3] The cost associated with the implementation of the proposed actions will be considered an eligible cost.

[4] Agreement on Trade-Related Aspects of Intellectual Property Rights.

In addition, the LSE resolves the (co-)liability of a third party whom accesses content of a secret or confidential information because of a breach by the party who provided such access if said party was bound by contract to confidentiality with the holder of the secret or information (Art. 3). However, the rule is limited to the know-how that deserves to be considered a trade secret within the meaning of Article 1 of Act 1/2019. Disclosure (simple or generic) of confidential information is not covered by this rule of liability.

Another of the changes introduced by the LSE in our legal system is **the recognition of trade secrets as subject to personal rights of a pecuniary nature, susceptible of being transferred by assignment or license**. It also provides for joint holding of trade secrets or trade secret licenses.

Act 1/2019 also provides the distinction between **lawful and unlawful acquisition of the trade secret**, considering unlawful acquisition that (i) carried out without the holder's consent or (ii) where, at the time of acquisition, the person knew or ought to have known that the trade secret had been obtained directly or indirectly from another person who was using or disclosing the trade secret unlawfully. Trade secret protection also extends, in a novel way, to **infringing goods** -understood as "*products and services whose design, characteristics, functioning, production process or marketing significantly benefits from trade secrets unlawfully acquired, used or disclosed* " -, whereby commercial exploitation of these goods constitutes a breach of trade secrets.

On the other hand, there is a catalogue of **recourses for trade secret misappropriation,** inspired by legislation regulating intellectual property and unfair competition, which includes **actions for declaratory judgment on breach of secrecy claims and actions for injunction to restrain or restore, for compensatory damages, for adverse publicity and for punitive damages**, as well as the **possibility of replacing trade secret misappropriation remedies with monetary compensation** provided that such is reasonably satisfactory. These actions lapse after a period of three years from the time when the party with standing had knowledge of the person w ho infringed the trade secret, and hearing of the same lies with the **Companies Courts**.

It also introduces, for the first time in our legal system, the preservation of confidentiality of information in the course of legal proceedings through the prohibition to use or disclose, by any person participating in trade secret misappropriation proceedings (counsel, procurators, expert witnesses, etc.), that information (trade secret) of which they have become aware as a result of such participation.

Criminal Code Amendment (Reckless Driving and Leaving the Scene of an Accident) Act 2/2019 of 1 March. Official Journal of Spain no. 53 of 2 March 2019

Act 2/2019 incorporates the following **main changes** into the Criminal Code:

(i) Introduction of **three new cases** that will be classified as **reckless** under Article 142 of the Criminal Code. For the purposes of the matters dealt with in this newsletter, particularly

noteworthy is the express characterisation of driving a motor vehicle under the influence of alcohol, toxic drugs, narcotics or psychotropic substances and of speeding that results in the death of another as reckless.

(ii) **Increased punishments for reckless driving of motor vehicles**, introduced by the addition of two new articles, 142 bis and 152 bis. Article 142 bis includes a sentence of up to 9 years' imprisonment in the event of several deaths, or deaths and serious injuries, caused by this type of conduct. In addition, Article 152 bis allows sentences to be increased by one or two degrees, depending on the number of persons who suffered the injuries constituting an offence under Article 152(1)(2) or (3) of the Criminal Code[5] . The increase in punishment is also reflected in the introduction of a new sentence of deprivation of the right to drive motor vehicles and mopeds, in a new paragraph of Article 382 of the Criminal Code.

(iii) **Introduction of the leaving-the-scene-of-an-accident offence** through **new Article 382 bis**, with autonomous wording within Part IV of the Criminal Code. The driver of a motor vehicle or moped who, without there being personal or third party risk, voluntarily leaves the scene of an accident, after causing it, where one or more persons died or an injury constituting an offence under Article 152(2) of the Criminal Code is caused[6], will be punishable under this class. This provision **includes an 'alternative offences' rule with respect to the failure to render aid under Article 185 (3) of the Criminal Code**, thus avoiding simultaneity of the two classes of offence.

Europe

Provisional agreement on the amendment of Directive 2009/33/EC of the European Parliament and of the Council on the promotion of clean and energy-efficient road transport vehicles, dated 8 February 2019

The provisional agreement of the European Parliament and the Council, published on 8 February 2019, is based on **the proposal to amend Directive 2009/33/EC** that was presented by the Commission to the European Parliament and the Council on 9 November 2017 as part of the "Europe on the Move" mobility package.

This amending proposal aims to in**crease the market uptake of clean vehicles (low- and zero-emission vehicles) in public procurement** and hence contribute to decarbonising the transport

[5] Loss or uselessness of a principal organ or limb, or of a sense, impotence, sterility, serious deformity, or serious somatic or psychic illness; or loss or uselessness or deformity of a non-principal organ or limb.

[6] Loss or uselessness of a principal organ or limb, or of a sense, impotence, sterility, serious deformity, or serious somatic or psychic illness; or loss or uselessness or deformity of a non-principal organ or limb.

sector, as well as strengthening the European industry in the increasing global markets for low-and zero-emission vehicles. If the amendment of the Directive were to become effective, public authorities and operators would be required to procure clean vehicles as soon as the provisions of this agreement are transposed by the Member States. The period for adopting these provisions has been set in the proposed amendment of the Directive at 24 months from its publication (once definitively adopted) in the Official Journal of the European Union.

The proposed amendment also introduces new minimum targets for the share of **clean light-duty vehicles, trucks and buses in total public sector vehicles**. The minimum shares set for Spain are:

Spain	Until 31 December 2025	Until 31 December 2030
Categories M1, M2 and N1[7]	**36.3%**	**36.3%**
Category N2 and N3[8]	**10%**	**14%**
Category M3[9]	**45%**	**65%**

The text of the proposal includes a **new definition of "clean vehicle"** based on the use of alternative fuels (defined in Directive 2014/94/EU of the European Parliament and of the Council) for heavy-duty vehicles (categories M3, N2 and N3). For light-duty vehicles (M1, M2 and N1) it is based on compliance with the CO2 emission standards listed below:

[7] Categories M1, M2 and N1:

M1: Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.

M2: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.

N1: Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3,5 tonnes.

[8] Categories N2 and N3:

N2: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3,5 tonnes but not exceeding 12 tonnes.

N3: Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

[9] Category M3:

M3: Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

	Until 31 December 2025		From 1 January 2026	
Category	CO_2 g/km	RDE air pollutant emissions[10] as percentage of emission limits[11]	CO_2 g/km	RDE air pollutant emissions as percentage of emission limits
M1 Vehicles	**50**	**80 %**	**0**	**N.A.**
M2 Vehicles	**50**	**80 %**	**0**	**N.A.**
Vehicles N1	**50**	**80 %**	**0**	**N.A.**

European Parliament resolution of 12 February 2019 on a comprehensive European industrial policy on artificial intelligence and robotics (2018/2088(INI)).

In this resolution, the European Parliament ("EP") sets out a series of ideas and **petitions** to the European Commission concerning the development of artificial intelligence ("AI") and robotics. Express mention is made of the **transport sector** in relation to **autonomous vehicles and AI**, noting that "*the prevalence of autonomous vehicles in the future poses risks to data privacy and technical failures and* ***will shift the liability from the driver to the manufacturer, requiring insurance companies to shift how they incorporate risk into their underwriting***".

First of all, the EP highlights the need to review and **modify existing rules and processes in** to account for and integrate AI and robotics. In this regard, the EP stresses that AI research and development must include the social, ethical (AI models should have ethics by design), (civil) liability, cybersecurity and related data protection areas, and recalls that "*any regulatory framework must include* ***flexibility*** *that allows for innovation and free development of new technologies and uses for AI*". It also calls on the Commission to **regularly re-evaluate current legislation** to ensure that it is in line with the evolution of AI and robotics, and points to the need to address a **common comprehensive regulation** that avoids "*a patchwork of national legislations hampering the development*" and mentions, for example, that some countries are already enacting legislation on autonomous vehicles.

[10] Declared maximum real-driving emission (RDE) values of particles number (PN) in #/km and nitrogen oxides (NOx) in mg/km as reported in point 48.2 of the Certificate of Conformity, as described in Annex IX to Directive 2007/46/EC for both complete and urban RDE trips.

[11] The applicable emission limits laid down in Annex I to Regulation (EC) No 715/2007, or its successors.

It calls on the Commission, the Member States and the data protection authorities "to *develop a strong common ethical framework for the transparent processing of personal data and automated decision-making*", **avoiding algorithmic discrimination and bias through the development of protocols** for the ongoing monitoring and detection of such biases. In addition, particular attention should be paid to the fact that the EP calls for "*people to have a* ***right to know, a right of appeal and a right to redress when AI is used for decisions affecting individuals which carry a significant risk to an individual's rights or freedom***".

Given that AI and systems based on it process a large amount of personal data, and that consumer trust is essential to its development, the EP underlines the need to **ensure the integrity of the data and algorithms** relied on, as well as that these technologies are subject to product safety checks and consumer protection rules. In this regard, the EP calls for ethics guidelines to address related to algorithmic explicability, accountability and fairness, so that they are transparent and accessible. The EP considers that **algorithmic accountability** should be regulated in order to build trust in AI, and highlights the creation by the European Commission of an **expert group on liability and new technologies** with the aim of providing the EU with expertise.

The EP calls for the creation of an ethical charter of best practice for AI and robotics that companies and experts should follow.

Commission Delegated Regulation (EU) of 13 March 2019 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the deployment and operational use of cooperative intelligent transport systems

This Delegated Regulation complements Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport. The Delegated Regulation sets out the **specifications and technical requirements necessary to ensure compatibility, interoperability and continuity of Union-wide cooperative intelligent transport systems ("C-ISTS") services**, in particular **short-range vehicle stations communicating in the 5 855-5 925 MHz frequency band**. **It shall apply from 31 December 2019**.

This Delegated Regulation sets out how **vehicle-to-vehicle ("V2V"), vehicle-to-infrastructure ("V2I") and infrastructure-to-infrastructure ("I2I") interactions and communications are to be carried out** (Chapter II), as well as how they are to be placed on the market and put in service (Chapters III and IV). In this regard, in relation to the way in which interactions are to be carried out, Chapter II (Arts. 5 and 6) includes, by reference to Annexes I and II, the **technical and operational requirements** to be met by vehicle C-ITS stations and roadside C-ITS for short-range communication and C-ITS priority services. In this respect, Annex I x contains the **service profiles for the C-ITS priority services**, which are divided into V2V services and I2V services, specifying the conditions in which

information should be transmitted, such as in case of traffic jam, stationary vehicle warning, special vehicle warning, IRC (Impact Reduction Container) exchange, dangerous situation, adverse weather conditions, in-vehicle signage, hazardous locations notification, road works warning and signalised intersections.

For each of the V2V service profiles, the following **areas of operation** are specified and defined in Annex II, describing the technical operation: C-ITS service description, triggering and termination conditions, update, repetition duration and repetition interval, traffic class, message parameters, network layer and security layer.

The "**Exchange of IRCs - Request IRC / Response IRC**" services are specified for information exchange between vehicles when one of them recognises a potential collision with the other, in such a way that V2V information will be transmitted in relation to the critical traffic situation. The '**In-vehicle signage – Dynamic speed limit information**' service shall transmit I2V information on the currently valid speed limit, by segment, lane or vehicle category, as set and distributed by the road operator, in such a way that the road infrastructure itself shall at all times communicate information on the speed limit to the vehicle travelling on it.

With regard to the **placing on the market of C-ITS stations and putting in service and operation thereof**, Articles 7, 9, 10 and 22 provide for a number of **obligations on manufacturers, importers, distributors and operators of C-ITS stations**, respectively.

C-ITS station manufacturers shall ensure that their C-ITS stations have been designed and manufactured in accordance with the requirements of Article 5 and Annexes I and II of the Delegated Regulation, and operators shall ensure that the C-ICSI station complies with the same requirements while it is in operation and/or upgraded.

Manufacturers shall also draw up the **technical documentation** and carry out the **conformity assessment procedure** referred to in Part C of Annex V. Importers and operators, before placing an C-ITS station on the market and putting it in service, respectively, shall ensure that the manufacturer prepares the technical documentation referred to, and importers shall ensure compliance with the conformity assessment procedure.

Once it has been confirmed that the C-ITS station is in conformity with the applicable requirements, manufacturers shall draw up an **EU declaration of conformity**[12] and affix the **CE marking**[13] , compliance with which shall be ensured by importers, distributors and operators before placing the C-ITS station on the market.

[12] The EU declaration of conformity shall state that the fulfilment of requirements specified in Article 5 has been demonstrated. It shall be structured according to the model in Part B of Annex V, contain the elements specified in Part A of Annex V and be kept up to date. In drawing up the EU declaration of conformity, the manufacturer shall assume responsibility for the compliance of the C-ITS station (Art. 13).

[13] Article 15 of the Delegated Regulation provides that the CE marking shall be affixed visibly, legibly and indelibly to the C-ITS station or to its data plate before being placed on the market.

Both manufacturers and importers shall, in order to protect the **health and safety of consumers**, carry out sample testing of marketed C-ITS stations, investigate and keep a register of complaints of non-conforming C-ITS stations and keep distributors informed of any such monitoring.

On the other hand, manufacturers shall ensure, and importers and distributors shall check, that C-ITS stations that they have placed on the market bear an element allowing their identification (**type, batch or serial number)**.

Manufacturers, importers and distributors **shall**, upon reasoned request from a competent national authority, **provide all information and documentation necessary to demonstrate the conformity of the C-ITS station** and **cooperate with that authority** on any action to eliminate the risks posed by the C-ITS stations they have placed or made available on the market.

In the event that an importer or distributor "*places a C-ITS station on the market under its name or trademark or modifies a C-ITS station already placed on the market*", they shall be considered as manufacturers for the purposes of the Delegated Regulation, and shall comply with the obligations of the manufacturers.

It is the obligation of operators to check that the C-ITS station is certified in accordance with the requirements of Section 1.6.2 of Annex IV. On the other hand, **before a C-ITS station is put in service, the C-ITS station operator shall enrol it in the EU C-ITS security credential management system** and must comply with the rules of said system in accordance with the specifications laid down in Annexes III and IV. Once enrolled in the aforementioned security credential management system, the C-ITS station shall be registered in a **C-ITS station register** together with the identification of its operator.

With respect to the **enrolment of IC-ITS stations in the EU C-ITS security credential management system,** such is regulated in Article 23 and Annexes III and IV of the Delegated Regulation, where the functioning of the EU system is established, as well as the certificate and security policies detailing the specific requirements for the management of certificates and security, respectively.

In relation to the certificate policy, the **managing of this policy, the authorising of public key infrastructure, the generating and updating of the European Certificate Trust List, the handling of all communication with root certification authority managers and the publishing of the public key certificate of the trust list manager** shall be the responsibility of **the Commission** until a dedicated entity is established for each of the above actions. For their part, C-ITS station operators shall periodically request and obtain certification in accordance with the requirements of the security policy.

In addition to the above responsibilities for certificate and security policies, in relation to the implementation of the C-ITS network[14] , **the Commission shall have**, in the implementation of the C-ITS network, **governance and supervision tasks**.

[14] The C-ITS network includes all operational C-ITS stations in the Union.

No later than three years after the entry into force of this Delegated Regulation, the Commission shall review the implementation of the Delegated Regulation and, if appropriate, adopt new common specifications therein.

News

Provisional political agreement of the EU institutions on the General Safety Regulation (26 March 2019).

Pending the publication of the formal text - with the exception of the press release - as of the date of this edition, within the framework of the measures proposed by the institutions of the European Union for the reduction of victims on the roads, this agreement represents progress in the processing of the **Proposal for a Regulation of the European Parliament and of the Council** 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.

It is proposed that a number of **safety devices will be mandatory** for each vehicle category from 2022:

i. For passenger cars, vans, trucks and buses: a) **alcohol interlock installation facilitation**; b) **driver drowsiness and attention monitoring**; c) **event (accident) data recorder**; d) **intelligent speed assistance**; e) **reversing safety with camera or sensors**; f) **emergency stop signal.**

ii. For passenger cars and vans: (a) **advanced emergency braking**; (b) **crash-test improved safety belts**; (c) **lane-keeping assistance**; (d) **head impact protection zone**; (e) **frontal protection systems**.

iii. For trucks and buses: (a) s**pecific requirements to improve the direct vision of bus and truck drivers and to remove blind spots**; (b) **systems at the front and side of the vehicle to detect and warn of vulnerable road users, especially when making turns**.

Particularly noteworthy is the reference to the Intelligent Speed Assistance (“ISA”), which will limit the speed of the vehicle through its GPS position and the reading of signs by the cameras installed in it. The ISA may be manually disabled by the driver and temporarily overridden in certain circumstances (e.g. overtaking), but the system shall alert the driver by visual and audible messages if speeding continues over time and until it is reduced to the set maximum limit.

The Spanish Traffic Authority has set up a working group to analyse the label system

The Spanish consumer and user organisation “OCU” and some manufacturers of the industry have questioned the environmental labels - obligatory in Madrid from 24 April - because of their lack of precision in the classification by focusing on the Euro category of the vehicle without taking into account the volume of emissions.

The Spanish Traffic Authority (“DGT”) has set up a working group to analyse the rules and regulations governing environmental labels, as it is reported that the engines of some small petrol vehicles (C-label) pollute less than other non-pluggable hybrids (ECO-label).

Another example of this situation are the models of high-powered hybrid vehicles - with power ratings of over 400hp - certified with the ECO label, which emit more CO2 than other vehicles with the C label when they use up their electric range.

Spain-Germany meetings for the promotion of the European Battery Alliance

The Spanish Minister of Industry, Trade and Tourism and German Minister of Economic Affairs and Energy agreed, at a meeting held on 7 March, to promote the European Battery Alliance within the framework of the G3, and to work on a European Artificial Intelligence project that strengthens the EU’s position in this field.

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