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Automotive and Mobility

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Judgments

Spain

Tribunal Superior de Justicia de Asturias (Judicial Review Division, Second Chamber), Judgments nos. 87/2023 and 91/2023 of 31 January – Local authority – Sustainable Mobility Ordinance - Challenge on the grounds of insufficiency of the prior and necessary economic report in the drafting procedure and which affects the generality of the Ordinance - Existence of substantial procedural omission - Effect: invalidity

These judgments resolve two applications for judicial review made by three Gijón councillors and a private individual against Gijón City Council in relation to the final approval of the Sustainable Mobility Ordinance approved by the latter on 24 March 2021. They are summarised below due to their importance for the preparation and approval of the different sustainable mobility plans of the different municipalities. It should be noted that the Sustainable Mobility Bill laid down as an obligation for municipalities the preparation of sustainable mobility plans for local entities within 12 months from the entry into force of the law¹.

The applicants claim as grounds of challenge, inter alia, (i) the absence or inadequacy of the

financial report and (ii) the absence of a statement of reasons in relation to the restrictions and limitations to the rights of the citizens of the municipality.

The judgments upheld the appeals and quashed the Ordinance on the grounds that the economic report and other reasons were inadequate. Following identical reasoning, the judgments based the invalidity of the Ordinance on the fact that its alleged economic report included excessively general terms without concrete justification and without providing specific data on the economic impact of the Ordinance both on the budget of the municipality and on the rights of citizens.

The judgments point out that the inadequacy of economic reasons is particularly relevant in relation to the justification, explanation of timeliness and impact of particularly restrictive measures, such as those referring to the implementation, introduction and development of the Low Emission Zone (“LEZ”)², which, as already stated in the judgment of the *Tribunal Superior de Justicia de Madrid* of 29 January 2021 (RJCA 2021, 441), “entails, as it is easy to foresee, unavoidable economic costs”. The judgments also refer to the ruling of the *Tribunal Superior de Justicia de Cataluña* of 21 March 2022 (RJCA 2022, 88) which establishes that the limitation of vehicle use in the municipal district is directly related to the renewal of the vehicle fleet, especially for

¹ See next section, point 1, on the abandonment of the Sustainable Mobility Bill (121/000136) of 27 January 2023 following the early call for elections.

² The LEZs are included in article 14(3) of the Climate Change and Energy Transition Act 7/2021 of 20 May, as one of the measures to be adopted by 2023 by municipalities with more than fifty thousand inhabitants and island territories.

residents and professionals for whom the vehicle is “a necessary instrument for the conduct of their professional activity or for their journeys”. The Court adds that it will be logical that, “if the vehicle has serious limitations of use in its main functionality, it is not possible to think that the tax will continue to be paid, so that either the vehicles will be deregistered or renewed”.

The judgments reason that “restrictive measures are adopted, which particularly affect thousands of professional vehicles and directly affect the conditions of competition and the market in which they operate, since such measures may necessarily require the renewal of the vehicle in order to continue carrying out the activity, which, logically, entails a business expense that may affect the price of the service and, therefore, competitiveness. Vehicle renewal may be a direct effect of the Ordinance, and may affect prices already agreed, sometimes in concessions or service contracts of prolonged duration, as is common in transport, which are affected by the Ordinance’s restriction when vehicles are used that meet the technical characteristics of the contract, but lack an environmental label, so that the investment in renewing the fleet may foreseeably alter the economic balance of the concession or contract”.

However, contrary to what might be interpreted, the judgments clarify, following the line set out in the aforementioned judgment of the *Tribunal Superior de Justicia de Madrid*, that “it is not necessary to make a detailed and exact assessment of all the costs which may be involved the start-up, implementation and development of this low-emission zone, as it may be data whose complete determination may be impossible at the time of approval of the Sustainable Mobility Ordinance (“SMO”), at least an approximate estimate must be made that takes into account the variables that may arise from its implementation. And this is the requirement

contained in article 7(3) of the Budgetary Stability and Financial Sustainability of General Government Act, in order to carry out, with this economic approximation, an assessment of public spending policies, as well as any act, contract or provision that may have an impact on present and future public revenue and expenditure”.

These judgments clarify, on the basis of the aforementioned judgment of the *Tribunal Superior de Justicia de Madrid*, and others prior to it, that “the absence of an economic and budgetary report in the justification of the Ordinance itself cannot be judged, in terms of the application of Community Directives, and state legislation on air quality (such as the Air Quality and Protection of the Atmosphere Act 34/2007 of 15 November (RCL 2007, 2066), given that its application to municipal regulations entails the approval of the corresponding Ordinance (as a regulatory rule), which has a legally established procedure for its drafting, a procedure that entails requirements that should not be ignored under the umbrella of the purpose of the regulation.”

The judgments state that ‘the appellants’ reasoning concerning the absence of an analysis of the effect of the Ordinance on competition must be upheld, inasmuch as no assessment is made of the effect which the restrictive measures may have in the field of transport and in other business, commercial and professional areas, even though these measures involve a considerable economic cost for persons carrying out a business or professional activity directly related to the use of a motor vehicle, who must bear the cost of renewing it in order to continue carrying out their activity in the area of the LEZ (judgment of the *Tribunal Superior de Justicia de Cataluña* of 21 March 2022 (RJCA 2022, 87)), a report which is linked to the practice of the principle of good regulation of arts. 129 et seq. of the Common Administrative Procedure of General

Government Act (“LPAC”), and affects the application of art. 5(1) of the Market Unity Guarantee Act 20/2013 of 9 December (RCL 2013, 1773 and RCL 2014, 528), and art. 4 of the Public Sector (Legal Regime) Act (“LRJSP”) which establishes that when General Governments, in the exercise of their respective powers, establish measures that limit the exercise of individual or collective rights or demand compliance with requirements for the carrying out of an activity, they must apply the principle of proportionality and choose the least restrictive measure, justify its necessity for the protection of the public interest as well as justify its suitability to achieve the ends pursued, without in any case leading to discriminatory differences in treatment. Likewise, they must periodically evaluate the effects and results obtained». And in the requirement to justify the public interest and the need to implement restrictive or conditioning measures for the carrying out of the activity, the Supreme Court Judgment of 28 September 2020 (RJ 2020, 3295) (appeal 317/2019) recalls the doctrine of the said court, collected in Judgments no. 332/2020 of 6 March (RJ 2020, 809) and no. 349/2020 of 10 March (RJ 2020, 746): “Article 5(1) LGUM requires the public authorities to justify the limits to access to an economic activity or to its conduct, or the demand for requirements for its pursuance, and must justify that they are necessary to safeguard an overriding reason of public interest among those included in article 3(11) of the Access to Service Activities Act 17/2009”.

Judgment of the *Tribunal Superior de Justicia de Castilla y León*, Burgos Judicial Review Division, First Chamber) - Judgment no. 52/2023 of 14 March - Local General Government - Public Work - Aid and Subsidies – Judicial Review Proceedings – Invalidity of the Local Government Executive Resolution

regarding the installation of LEZ and its concession contract

In line with the previous group of judgments on sustainable mobility, in this case relating to the approval of municipal ordinances covering the implementation of low-emission zones (“LEZs”), we would like to highlight this judgment of the Judicial Review Court no. 2 of Burgos, which granted an interim injunction to stay the execution of the Resolution of the Local Government Executive of the Burgos City Council that awarded the simplified open procedure to a company for the execution of a contract for the implementation of a low emission zone (“LEZ”), suspending, therefore, the execution of the aforementioned contract.

By a previous resolution of the Local Government Executive, contract proceedings were opened for the installation, digitalisation, integration and subsequent maintenance of new traffic and urban mobility management systems in the city of Burgos. These systems would be implemented through “intelligent access control systems that allow automated management of vehicle access to each of the low-emission sub-zones that make up the LEZ of the city of Burgos”. This vehicle access control would be carried out on the basis of the environmental badge of each vehicle “and the pollution situations present at any given time”.

A councillor of Burgos City Council lodged an appeal for administrative reconsideration against this resolution, which was rejected. The councillor went to the Judicial Review Court No. 2 of Burgos requesting the adoption as a precautionary measure the suspension of this resolution and, therefore, of the contract with the company awarded the contract, claiming, inter alia, (i) the lack of a Municipal Ordinance prior to the award of the contract delimiting the LEZs and of a Mobility Plan approved by the Municipal Plenary,



in violation of Art. 7(b) of Royal Legislative Decree 6/2015 approving the Recast Version of the Motor Vehicles Traffic and Use Act and (ii) the lack of a health and safety study, in violation of Art. 233(1)(g) of the Public Sector Procurement Act 9/2017 of 8 November. The interim injunction was granted, although Burgos City Council lodged an appeal against the same before the Judicial Review Division, First Chamber, of the *Tribunal Superior de Justicia de Castilla y León*, which has handed down this judgment.

Without entering here into the discussion concerning the adoption of precautionary measures, the *Tribunal Superior de Justicia de Castilla y León* upheld the reasoning of the Judicial Review Court of Burgos regarding the need for a prior municipal ordinance “to cover” the execution

and awarding of work, the lack of which was acknowledged by Burgos City Council itself. The *Tribunal Superior de Justicia de Castilla y León* rejected the City Council’s argument that the work could be carried out without the need for the Ordinance. Specifically, the Court reasoned that the validity of the Ordinance provides legal cover for the work and is essential for the planned work to have a purpose, and for the purpose envisaged in the Ordinance to be implemented with the work.

Thus, the Court dismissed Burgos City Council’s appeal and confirmed the order of 30 November 2022 of the Judicial Review Court No. 2 of Burgos, which granted the precautionary measure suspending the execution of the Resolution of the Local Government Executive of Burgos City Council.

Legislation

Spain

The Sustainable Mobility Bill (121/000136) of 27 January 2023 is abandoned

In the ESG Legal Practice Newsletter, no. 2 published on 5 June 2023³, we reported on the obligations that could be imposed on certain companies and public entities derived from the Sustainable Mobility Bill, currently in committee in the Lower House and under urgent passage. However, this Bill has been dropped due to the early call for elections.

Given the creative and reforming scope of the text and the obligation it imposed on certain companies, local authorities and large centres of activity to prepare sustainable mobility plans in general terms, it is nevertheless important to be aware of its content in view of the possibility that the text will see the light of day in the future, once the elections are over and a new government is in place.

The now defunct Bill recognised sustainable mobility as a citizen’s right. In addition, from its entry into force, entities with workplaces with more than 500 workers or 250 workers per shift had

³ Gómez-Acebo & Pombo, ESG Legal Practice Newsletter no. 2, available at: https://www.ga-p.com/wp-content/uploads/2023/06/ESG_Pra%CC%81ctica_Legal_n.o-2_eng.pdf.

to prepare a sustainable mobility to work plan and established sanctions for non-compliance. These plans were to be negotiated with the statutory body of worker representatives and were to contain sustainable mobility solutions such as promoting active mobility (cycling or walking), collective transport, zero-emission mobility, shared and collaborative mobility and teleworking, where appropriate. In addition, they should contain measures relating to safety and accident prevention when commuting to the workplace, considering not only workers, but also visitors, suppliers and any other person requiring access to the workplace.

The text imposed an additional obligation for workplaces with more than a thousand workers located in municipalities or metropolitan areas with more than five hundred thousand inhabitants - Barcelona, Madrid, Malaga, Seville, Valencia and Zaragoza, according to the latest data from the Spanish Office for National Statistics ("INE"). This additional obligation consisted of including measures to reduce mobility during peak hours and to promote the use of low or zero emission transport.

The sustainable mobility to work plans were to be coordinated with the sustainable mobility plans of large centres of activity - thus defined according to criteria established by the Ministries of Transport, Mobility and Urban Agenda, and of Labour and Social Economy - and local authorities. The deadline for preparing sustainable mobility to work plans would be 24 months from the entry into force of the law; on the other hand, local authorities and large centres of activity had to approve their sustainable mobility plans within one year from the entry into force of the law and 18 months from the

publication of the identifying criteria, respectively.

The now defunct Bill provided that the sustainable mobility to work plans, for large centres of activity and local authorities, would be monitored by means of monitoring reports every two, five and three years, respectively. In addition, the sustainable mobility plans were to be included in a Register of the Integrated Mobility Data Space, a new body created by the deprecated text.

Once the elections are over and a new government is in place, we will know whether it will present a bill along similar lines. In view of the Spanish Recovery, Transformation and Resilience Plan approved by the European Commission, a plan that had to be submitted to the European Commission in order for Spain to obtain Next Generation EU funds and which included the Sustainable Mobility Bill as one of the reforms to be carried out by Spain, it is very likely that this will be the case⁴.

Decision of 11 May 2023, of the State Secretariat for Energy, determining the national average values of the intensity of greenhouse gas emissions during the life cycle in relation to the electricity consumed by motorbikes and electric vehicles

Approves "the national average value of the life-cycle greenhouse gas emissions intensity of electricity consumed by motorbikes and electric vehicles" (the National Average Value) under the provisions of article 3(3) of Royal Decree 235/2018 of 27 April establishing calculation methods and reporting requirements for the

⁴ See point 3 below on Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning

greenhouse gas emissions intensity of fuels and energy in transport.

The decision sets the National Average Value at 82 gCO₂eq/MJ, which must be taken into account by the obligated parties in article 5 of Royal Decree 235/2018 when reporting greenhouse gas emissions.

Europe

Regulation (EU) 2023/988 of the European Parliament and of the Council of 10 May 2023 on general product safety, amending Regulation (EU) No 1025/2012 of the European Parliament and of the Council and Directive (EU) 2020/1828 of the European Parliament and of the Council, and repealing Directive 2001/95/EC of the European Parliament and of the Council and Council Directive 87/357/EEC (Text with EEA relevance)

The new General Product Safety Regulation aims to modernise existing measures and reinforce consumer safety within the European Single Market by extending the parties responsible for this purpose, from the manufacturer, the authorised representative, the importer, including the distributor of the products and also affecting those operating in the online market. This regulation is of vital importance for the automotive sector, due to the safety of vehicles and the prevention and liability measures it imposes; however, some of its measures are old news as they were included in previous regulations currently in force.

In this regard, although there was already an obligation to notify dangerous products through the Safety Gate Rapid Alert System, due to the rise of e-commerce, specific obligations are imposed

on online marketplace providers, such as the obligation to register on the Safety Gate portal, the creation of an exclusive portal for this type of operator, Safety Business Gateway, to fulfil their reporting duties vis-à-vis consumers and supervisory authorities, as well as the establishment of a single point of contact to enable communication with consumers and the duty to have an internal mechanism for dealing with product safety issues. These providers shall take appropriate measures for the management of orders issued by the market surveillance authorities in relation to the dangerous products detected. They shall do so within two working days of receipt of the order.

In relation to the already well-known Safety Gate Rapid Alert System, the Regulation states that “the Commission shall further develop, modernise and maintain the rapid alert system for the exchange of information on corrective measures concerning dangerous products ... and enhance its efficiency” (Article 25), by creating a public web portal to enable operators to fulfil their obligation to inform authorities and consumers of dangerous products and accidents caused, as well as to enable the submission of related complaints.

Another change is that, when informed of a defective product, the consumer who purchased it will be able to choose between at least two of the following options: repair, replacement or refund (Article 37(2)).

This regulation, which will enter into force on 12 June 2023, is relevant insofar as it establishes a “European network of the authorities of the Member States competent for product safety” that it defines as the “Consumer Safety Network” (Article 30) and provides that Directive (EU) 2020/1828 of the European Parliament and of the Council of 25 November 2020 on representative actions for the protection of the

collective interests of consumers and repealing Directive 2009/22/EC shall apply “to the representative actions brought against infringements by economic operators and providers of online marketplaces of provisions of this Regulation that harm, or may harm, the collective interests of consumers” (Article 39).

The Regulation defines a manufacturer as “any natural or legal person who manufactures a product or has a product designed or manufactured, and markets that product under that person’s name or trademark” (Article 3(8)). The definition of product includes “any item, whether or not it is interconnected to other items, supplied or made available, whether for consideration or not, including in the context of providing a service, which is intended for consumers or is likely, under reasonably foreseeable conditions, to be used by consumers even if not intended for them” (Article 3(1)). Economic operator is defined as “the manufacturer, the authorised representative, the importer, the distributor, the fulfilment service provider or any other natural or legal person who is subject to obligations in relation to the manufacture of products or making them available on the market in accordance with this Regulation” (Article 3(13)). And finally, it defines a fulfilment service provider as “any natural or legal person offering, in the course of commercial activity, at least two of the following services: warehousing, packaging, addressing and dispatching, without having ownership of the products involved, excluding postal services, parcel delivery services and any other postal service or freight transport services” (Article 3(12)).

Furthermore, it establishes cases in which the obligations imposed on manufacturers are imposed on other economic operators when they place “a product on the market under the natural or legal person’s name or trademark” or substantially modify “the product [and shall be subject

to the obligations of the manufacturer] for the part of the product affected by the modification or for the entire product if the substantial modification has an impact on its safety” (Article 13(1) and (2)). It leaves the imposition of penalties to the Member States (Article 44).

The Regulation also lays down specific traceability requirements for certain products or categories or groups of products (Article 18) and imposes obligations on economic operators in the case of distance sales (Article 19).

The scope of the Regulation provides that it shall apply “to products that are placed or made available on the market *insofar as there are no specific provisions with the same objective under Union law* which regulate the safety of the products concerned” and that where “products are subject to specific safety requirements imposed by Union law, this Regulation *applies only to those aspects and risks or categories of risks which are not covered by those requirements*” (Article 2(1), first and second subparagraphs, emphasis added). Furthermore, this Regulation shall apply “to products placed or made available on the market whether new, used, repaired or reconditioned” but shall not apply “to products to be repaired or reconditioned prior to being used where those products are placed or made available on the market and are clearly marked as such” (Article 2(3)).

It explicitly excludes from this Regulation “equipment on which consumers ride or travel where that equipment is directly operated by a service provider within the context of a transport service provided to consumers and is not operated by the consumers themselves” (Article 2(2)(g)).

Furthermore, the Regulation establishes a “general safety requirement” whereby “[e]conomic operators shall place or make available on the market only safe products” (Article 5), and establishes

a presumption that a product is in conformity with the general safety requirement when “(a) it conforms to relevant European standards or parts thereof as far as the risks and risk categories covered by those standards are concerned, the references of which have been published in the Official Journal of the European Union in accordance with Article 10(7) of Regulation (EU) No 1025/2012; or (b) in the absence of any relevant European standards as referred to in point (a) of this paragraph, the product conforms to national requirements, as regards the risks and risk categories covered by health and safety requirements laid down in the national law of the Member State in which it is made available on the market, provided that such law is in compliance with Union law.” (Article 7(1)). However, this presumption “shall not prevent market surveillance authorities from taking all appropriate measures under this Regulation where there is evidence that, despite such presumption, the product is dangerous” (Article 7(3)).

Regulation (EU) 2023/851 of the European Parliament and of the Council of 19 April 2023 amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union’s increased climate ambition (Text with EEA relevance)

Under this Regulation, which is directly applicable in the EU Member States and which entered into force 20 days after its publication in the Official Journal of the European Union (Art. 2) on 25 April 2023, the EU fleet-wide targets are increased. Thus, from 1 January 2030 the EU-wide fleet-wide targets will be: (i) for the average emissions of the new passenger car fleet, a target equal to a 55% reduction of the target

in 2021, which under the previous wording was 37.5%, and (ii) for the average emissions of the new light commercial vehicles fleet, a target equal to a 50% reduction of the target in 2021, which under the previous wording was 31% (Article 1(1)(a)).

In addition, the Regulation states that:

From 1 January 2035, the Union fleet-wide targets: (i) for the average emissions of the new passenger car fleet, a target equal to a 100% reduction of the target in 2021, and (ii) for the average emissions of the new light commercial vehicles fleet, a target equal to a 100% reduction of the target in 2021 shall apply (Article 1(1)(b)); and

From 1 January 2025 to 31 December 2029, “a zero- and low-emission vehicles’ benchmark equal to a 25 % share of the fleet of new passenger cars and equal to a 17 % share of the fleet of new light commercial vehicles shall apply...” (Article 1(1)(c)).

Moreover, the Regulation provides that by 31 December 2025, the Commission shall “publish a report setting out a methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles that are placed on the Union market” and by 31 December 2025 it shall “adopt delegated acts [...] in order to supplement this Regulation by laying down a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles” (Article 1(6)(1) and (2)). It further provides that, from 1 June 2026, “manufacturers may, on a voluntary basis, submit to the Commission the life-cycle CO₂ emissions data for new passenger cars and new light commercial vehicles using the methodology referred to in paragraph 2” (Article 1(6)(3)).

Under Article 1(7), the Regulation provides for the possibility to grant a derogation from “the specific emissions targets applicable until and including the calendar year 2035” and provides that an “application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made for the years until and including the calendar year 2028 by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year”.

In addition, under Article 1(12), the Regulation introduces the preparation of a progress report, by 31 December 2023 at the latest, by the European Commission, to be submitted to the European Parliament and the Council “on the progress towards zero-emission road mobility”. This report will “in particular monitor and assess the need for possible additional measures to facilitate a just transition, including through financial means”.

Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning

This Recommendation directs Member States to update the Sustainable Urban Mobility Plan

contained in the 2013 Urban Mobility Package to reflect “new EU strategies” and integrate their “new policy priorities”. The European Commission calls on Member States “to put in place a national SUMP support programme aimed at supporting cities, strengthening governance and increasing nationwide coordination, planning and ensuring the uptake of sustainable urban mobility policies, and improving coordination among regions, cities and towns, and between urban and rural areas”.

In turn, it points out that Member States should take measures to finance sustainable urban mobility plans and highlights the European funding instruments available for this purpose.

As noted above, the Spanish government presented the Sustainable Mobility Bill, which has been abandoned due to the early elections. Although it was presented before the publication of this Recommendation, the Bill was included as one of the reforms in the Spanish Government’s Recovery, Transformation and Resilience Plan, which was submitted to and approved by the European Commission on 16 June 2021, so that Spain could receive the Next Generation EU funds, the financial package for recovery after the pandemic. One of the components of these funds is “Make It Green”, which includes the promotion of greener vehicles and public transport.

News

Spain

Sustainable plans

The City Council of Las Palmas de Gran Canaria begins the drafting of the new Sustainable

Urban Mobility Plan by putting out to tender the development of the new Plan, which adapts the current document approved in 2014, to respond to the new challenges of travel that arise in the city, such as the fit of personal mobility vehicles, the preparation of the capital for the transport

of goods by loading and unloading, mobility to work plans, or transport on demand. On the other hand, the Government of the Canary Islands has announced the call for applications for subsidies for the preparation, updating and implementation of Sustainable Urban Mobility Plans by Canary Islands local councils with a population of up to 100,000 inhabitants, for the year 2023.

The city councils of Elche, Huelva and Gijón already have their sustainable urban mobility plans, which have been definitively approved, in Elche on 2 May 2023, in Huelva on 25 January 2023 and in Gijón on 20 April 2023. On the other hand, the city councils of Artà, Ciutadella, L'Estartit, Barberá del Vallès, Reus, Sant Boi de Llobregat, Sant Joan d'Alacant, Torrebaja and Guadasséquies, have announced updates, initial and final approvals or submission to public consultation of their respective urban mobility plans.

In line with this boom in sustainable mobility plans, on 17 May 2023 the Lorca City Council definitively approved the ordinance regulating the use of personal mobility vehicles, skates, scooters, skateboards and similar means of transport in the municipality, which came into force on 7 June 2023.

Euro 7 standard

On 22 May 2023, a coalition of EU Member States led by the Czech Republic and including France, Italy, Bulgaria, Hungary, Poland, Romania and Slovakia sent a communiqué to the Swedish EU Presidency and the European Commission expressing their opposition to the Euro 7 proposal. The text, which is confidential but has been accessed by the media, expresses the opposition of these countries to “any new exhaust emission requirements for cars and vans as they would divert sector investment away from the recently agreed path to zero CO₂ emissions from cars”, referring to the EU’s earlier commitment to phase out combustion engines by 2035. The signatories further propose to postpone the target date of July 2025 and July 2027 for the implementation of Euro 7 emission standards for passenger cars and trucks, respectively, by at least three years for the former and five years for the latter. The signatories also point out that the proposed limits are too strict and raise doubts about their feasibility. Germany has not yet joined the coalition, but in recent statements the Transport Minister of the Czech Republic said he hoped that other countries would join. Together, the countries would have enough votes to block the European proposal.

For any questions please contact:

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