

Alfons Westgeest, executive director of EUROBAT — the Association of European Automotive and Industrial Battery Manufacturers — discusses how fostering synergies between industry and regulators can help the development of global standards.



# Cooperation the name of the game

**for better regulation and standards**

In the path to bringing all types of electric vehicle to the European mass-market, government and industry must increase collaboration efforts to develop testing processes that ensure the safety, performance and environmental sustainability of internal components.

With the electrification of transport being a central component of Europe's transition towards a low-carbon and resource-efficient economy, demand for new safe and sustainable technologies, including batteries, will increase significantly over the next decade.

EUROBAT strongly believes that the establishment of an internationally harmonized standardization framework for EV/HEV batteries will facilitate the global commercialization of electric vehicles, and thereby accelerate Europe's transition to a low-carbon economy.

Over the last years, international cooperation has brought about several standards and type approval regulations for the different battery technologies used in electric vehicles, which will guarantee their safety and sustainability for European consum-

ers. EUROBAT has worked alongside EU and international bodies to raise awareness to the advantages of working on a multilateral basis with regards to battery testing procedures and standards development. EUROBAT company members operate in an increasingly international and competitive environment. Standards and testing procedures becomes therefore essential for all global players.

Testing processes are first set at an international level, with targeted standards introduced through the International Electrotechnical Commission

(IEC) and International Standardization Organization (ISO). Most of the international standards have been transposed into binding EN standards by the European Standardization body, CEN/CENELEC. This standardization framework is then complemented by the UN-ECE WP.29's international type approval requirements for electric vehicles, which through national homologation processes should certify that a particular car is roadworthy and matches agreed safety criteria.

EUROBAT participates regularly in meetings of these bodies in its capacity of industry expert.

The association also acted as convener of the batteries team within the CEN/CENELEC Focus Group on Electro-Mobility during 2011 to review European standards and identify which gaps needed to be filled to allow the market deployment of electric vehicles.

EUROBAT took part in formal delegations between European and Chinese regulators and industry representatives, which have brought increased commitment from both parties towards the UN-ECE's international leadership and an agreement to reduce R&D overlap.

Another example of fruitful synergies is the collaboration put forward by the Transatlantic Business Dialogue (TABD) to the Transatlantic Economic Council (TEC), a political forum between the EU and the US government and industry. A work plan was agreed to prevent regulatory and standardization barriers between the two regions that could impede the broad commercialization of electric vehicles.

This November, EUROBAT and the European Commission's Joint Research Centre began mutual cooperation with regards to JRC's project

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known as BESTEST (Battery Energy Storage Testing for safe electric transport). EUROBAT's role in the project is to highlight relevant issues facing the European battery industry with regards to battery testing.

EUROBAT believes commercialization of electric vehicles will only be achieved if batteries are manufactured and implemented under the same optimized standards worldwide. EUROBAT encourages synergies between all parties and reduce duplication of work between the different standardization institutions be it in Europe or in other parts of the world.

EUROBAT has multiplied promotional and public relations activities in an effort to raise awareness to the technological developments of the European battery industry.

Its positive contribution to the development of sustainable transport modes is enhanced by speaking at major industry events in Europe, but also in other parts of the world (Batteries 2012, European Electric Vehicles Conference, European Lead Battery Conference, Batteries Council International Convention).

The association is also engaging with other stakeholders in the automotive sector such as vehicle makers and car parts industries as well as electricity

distribution organizations, and renewable energy sector to foster further collaboration in terms of research in, and commercialization of, advanced batteries.

With close to 30,000 employees in Europe involved in the production of automotive and industrial batteries, and in fast evolving markets where further battery technology developments are being required at different fronts, EUROBAT has taken a proactive approach by participation at all discussions, making sure the European battery industry's voice is heard.

The association advocates increased collaboration at the international level to harmonize manufacturing, safety standards and testing procedures. This will facilitate the investments of company members and focus their resources on research and innovation with a view of supporting the European Union's vision of a low-carbon economy and jobs for the future.

Alfons Westgeest is executive director of EUROBAT which with 40 members from across the continent comprises more than 85% of the battery industry in Europe.