

ZUKUNFT MOBILITÄT

Welche innovativen
Konzepte erwarten uns?

NUTZFAHRZEUGE 4.0

Wer bringt den ersten
emissionsfreien Lkw
gewinnbringend auf die
Straße?

MISSION E-MOBILITÄT

Der Innovationsmotor
für die Verkehrswende?

Handelsblatt **Journal**

Eine Sonderveröffentlichung von Euroforum Deutschland

MAI 2020 | WWW.HANDELSBLATT-JOURNAL.DE

Fortbewegen werden wir uns auch
in Zukunft, **die Frage ist nur wie?**



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Steering through even more disruption: the impact of COVID-19 on the future of mobility

by Dr. Patrick Ayad, Global Head of Automotive and Mobility, Hogan Lovells

The Future of Mobility pre-COVID-19: ACES 2.0

In the future, vehicles will be Autonomous, Connected, Electric, and Shared. These elements of the mobility future are well accepted that the only real variance is the acronym chosen to represent them: ACES or CASE. The further development of this concept has been moving fast in the last few years, but what is the anticipated next level? Adding Artificial Intelligence (AI) to the mix will further advance the opportunities for ACES. The enhanced possibilities to use data, sensors and connectivity will expand opportunities even further to create a comprehensive smart mobility environment and converging modalities. We call it ACES 2.0. The next level will transform different modes of transportation such as automobiles, planes, and trains, which are separate products and services at the moment, to integrated smart cities and smart transportation systems. As a result, micro-mobility evolves, and people and cargo will be moved more effectively and efficiently.

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The Future of Mobility post-COVID-19: Dynamic Pause

COVID-19 has shifted priorities for automotive and mobility companies in the short term. The further development of ACES 2.0 will experience a dynamic pause. But what does this specifically mean for the different areas of ACES?

Autonomous

While autonomous driving testing and pilot programs are still taking place, some of them are temporarily suspended or reduced. Also, national and international legislative efforts to establish a (global) regulatory framework are slowed down as important meetings are postponed (e.g. UNECE WP.1 and WP.29). But they will resume soon, and there will be a strong desire to push forward such important developments in the mid and long term. At the same time, as a result of social distancing efforts across the globe due to COVID-19, advantages of robotaxis and robot deliveries are becoming more recognized and may result in a boost for these products and services and their further development.

Connected

With the help of COVID-19, more and more people are working remotely, and some of them will likely continue to do so also going forward. The excessive need for broadband access and connectivity speed therefore becomes mission-critical (e.g. 5G). This will also support the further development of connected vehicles. In addition, the demand for connected services skyrockets and gig economy is protected. Last but not least, privacy compromises are considered for proposed mapping of human mobility. In other words: connectivity is key.

Electric

The electric vehicle market is particularly hit by COVID-19, at least temporarily. Moving away from internal combustion engines for the benefit of electric vehicles when oil prices are down is difficult. Also, many automotive companies needed to shift their resources to crisis management and cash preservation, at least in the short term. Already pre-COVID-19 an increase in consumer acceptance of electric vehicles has been noticed, without corresponding increase in demand so far. Increasing such demand is now even more difficult. But the direction is clear: the focus of future alternative powertrains is still on electric vehicles.

Shared

Public mass transit ridership and parking have declined and led to a depletion of city and community revenues. At the same time, COVID-19 will likely lead to a rise of privately-owned mobility as well as other active- and micro-mobility solutions such as e-bikes and e-scooters. Also, in order to avoid potential liability issues for shared mobility providers disinfecting solutions and other safety measures are currently being re-defined. The future of mobility will continue to be shared, but individual mobility solutions will become more important.

These significant developments are creating regulatory and transactional disruption opportunities for autonomous, connected, electric, and shared vehicles and services.

Our Automotive and Mobility industry sector group's deep industry knowledge combined with our legal and regulatory insights can help you to respond to both the immediate and longer term business effects stemming from the rapid, global spread of COVID-19. Comprised of one of the largest and most experienced groups of lawyers we match the global needs of traditional automotive industry companies, emerging mobility players and new mobility businesses. We are here to navigate you through this challenging time and beyond.

Are you (still) in the driver's seat?

Stay tuned and follow us on LinkedIn: "Hogan Lovells - Global Automotive and Mobility" or visit us at www.hoganlovells.com/automotiveandmobility

Our firm's cross-industry COVID-19 topic center has additional resources and tools available: www.hoganlovells.com/en/knowledge/topic-centers/covid-19