Top News of the Month | **Audi Presents A3 Facelift and New A3 Allstreet**

The facelift of the Audi A3 can be recognized, among other things, by the new, frameless single-frame radiator grille, which is now wider and flatter. The Ingolstadt-based company has also unveiled a new model variant with an SUV look, the A3 Allstreet. The crossover is based on the Sportback and, in addition to the higher single frame, offers 30 mm higher ground clearance, rustic plastic elements on the sills and wheel arch moldings, for example, as well as a hint of underride protection. The A3 will initially be launched on the market with two engine/gearbox variants. The 35 TFSI is a mild hybrid with a 1.5-liter petrol engine. It delivers 110 kW and is equipped with the seven-speed S-Tronic. There is also a diesel engine to choose from, the 35 TDI, which also has an output of 110 kW and a seven-speed automatic transmission. Further variants with petrol and diesel engines are to follow in the second quarter for the A3 Sportback and the A3 Sedan. A plug-in hybrid model will also be available at the end of the year.

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Infographic of the Month | **Global Semiconductor Revenues Decline**

According to Gartner, global semiconductor revenues decline. This also had a negative impact on several semiconductor manufacturers in 2023.

Link to the related article:
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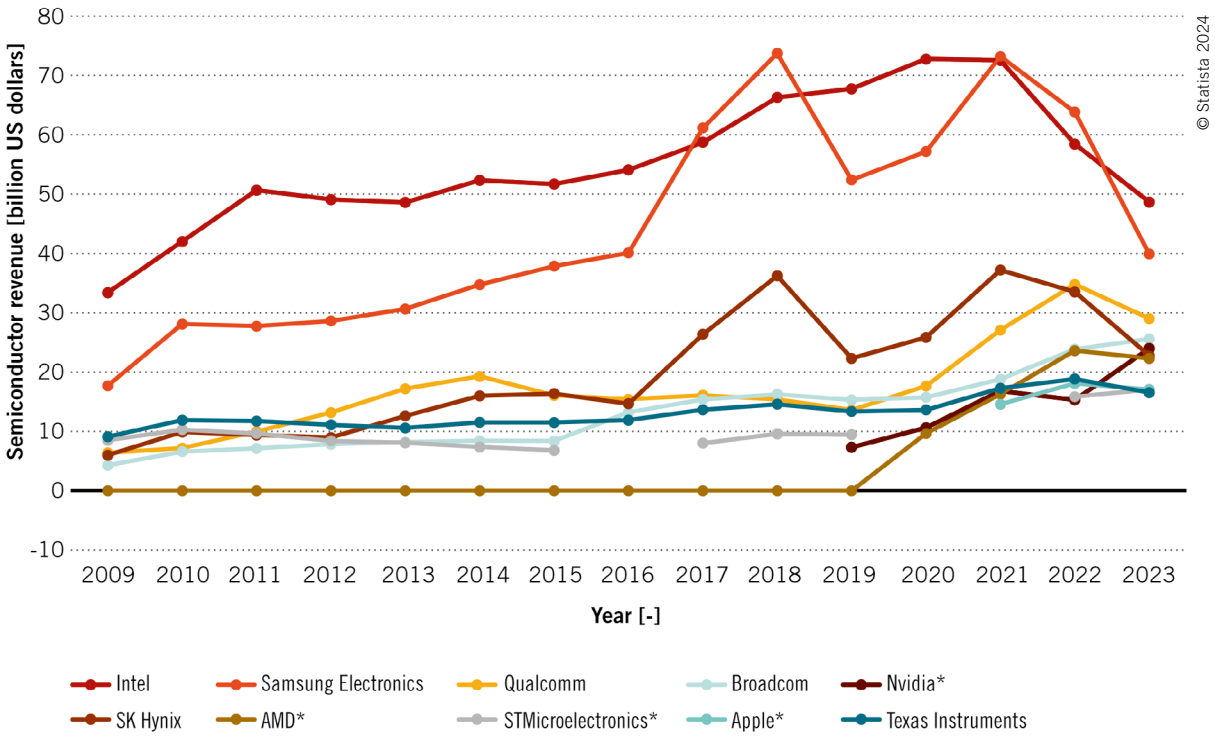

*Note(s): Worldwide *The source does not provide information on the company's revenue in all years. Source(s): Gartner; ID 168332*

In a Nutshell |
Why are LFP Cells so Attractive?

Lithium iron phosphate cells have long led a shadowy existence in the automotive sector. However, a rethink is currently taking place. Why this is the case and why LFP cells are becoming more and more established.

Link to the related article:
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In the Spotlight |
Energy Transition: Direct or Indirect Electrification?

Electrification or hydrogen? Potsdam researchers have investigated the role of both strategies for the European energy transition. The results are not surprising.

Link to the related article:
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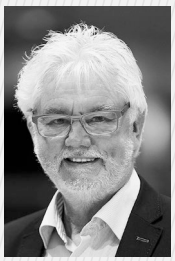

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A New Start

Many people were surprised when EU Commission President Ursula von der Leyen came out in favor of re-evaluating the EU decision to ban combustion engines. In 2023, the EU Commission proposed to allow registrations only of new cars and light commercial vehicles with zero CO_2 tailpipe emissions from 2035 onward. And then in February 2024, von der Leyen emphasized how important it was to be open to different technologies and to offer consumers choices. The industry should also have the choice of what to invest in. The tone of the discussion has definitely changed.

I am pleased about this development, and I hope that we succeed in combining climate action and economic growth. But the legislators need to change their approach and start laying down frameworks rather than banning specific technologies. If the law gives the industry sufficient freedom to act, it can focus its innovative abilities on the combustion engine and develop new solutions. The customers will decide on the basis of their own requirements which products will be successful on the global market. This means that it will be within our power to take action on the climate while also maintaining current levels of prosperity.

Electric vehicles alone will not bring about a rapid defossilization of the mass market and they cannot meet everyone's requirements. In addition, we need renewable molecular fuels that can be blended with fossil fuels to reduce the CO_2 emissions of the existing fleet. This is the most effective solution for the 240 million vehicles in Europe and the 1.4 billion in the rest of the world. The imminent ban on combustion engines has put a stop to the necessary investment. Now we need a new start.