



EUROPEAN PARLIAMENT

2009 - 2014

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*Committee on International Trade*

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**2013/2062(INI)**

16.7.2013

# **AMENDMENTS**

## **1 - 53**

**Draft opinion**  
**Maria Badia i Cutchet**  
(PE514.634v01-00)

on CARS 2020: towards a strong, competitive and sustainable European car industry  
(2013/2062(INI))

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PE514.848v01-00

**EN**

*United in diversity*

**EN**

AM\_Com\_NonLegOpinion

**Amendment 1**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Stresses that the Union's automotive industry is of strategic importance to the economy **and employment in the EU** and points out that it delivers a sizeable positive contribution to the EU's trade balance;

*Amendment*

1. Stresses that the Union's automotive industry, **directly or indirectly generating 12 million jobs in Europe**, is of strategic importance to the economy and points out that it delivers a sizeable positive contribution to the EU's trade balance;

Or. fr

**Amendment 2**  
**Franck Proust**

**Draft opinion**  
**Paragraph 1**

*Draft opinion*

1. Stresses that the Union's automotive industry is of strategic importance to the economy and employment in the EU and points out that it delivers a sizeable positive contribution to the EU's trade balance;

*Amendment*

1. Stresses that the Union's automotive industry is of strategic importance to the economy and employment in the EU and points out that it delivers a sizeable positive contribution to the EU's trade balance; **notes at the same time, however, that many of our automobile companies are losing ground as a result of increased and sometimes unfair competition from third-country firms;**

Or. fr

**Amendment 3**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 1 a (new)**

*Draft opinion*

*Amendment*

***1a. Recognises, that the EU market for new cars is declining, but at the same time the demand for clean powered vehicles (electric, hybrid, plug-in) is increasing;***

Or. en

**Amendment 4**  
**Henri Weber**

**Draft opinion**  
**Paragraph 1 b (new)**

*Draft opinion*

*Amendment*

***1b. Stresses that the European automobile industry has been in decline for four successive years and calls for the very prompt implementation of CARS2020 measures;***

Or. fr

**Amendment 5**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 1 c (new)**

*Draft opinion*

*Amendment*

***1c. Calls on the Commission to implement without delay a sustainable strategy to promote and enhance European industry, so as to permit key sectors such as the automobile industry to remain efficient and competitive and gain a foothold on***

*new markets;*

Or. fr

**Amendment 6**  
**Paul Murphy**

**Draft opinion**  
**Paragraph 1 d (new)**

*Draft opinion*

*Amendment*

***1d. Recognises the low domestic demand for cars in the EU; underlines that low demand, particularly in the so-called peripheral countries, is a direct result of the economic and social crisis in Europe, aggravated by the severe austerity policies carried out across Europe which undermine the purchasing power of European citizens and increase already existing overcapacities with massive job losses as a result;***

Or. en

**Amendment 7**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 1 e (new)**

*Draft opinion*

*Amendment*

***1e. Points out, that by 2050 nearly 60% of the new cars sold worldwide will be hybrid, plug-in or electric cars, according to the International Energy Agency;***

Or. en

**Amendment 8**  
**Paul Murphy**

**Draft opinion**  
**Paragraph 1 f (new)**

*Draft opinion*

*Amendment*

***1f. Underlines that a slow down in the world economy and in China in particular will further reduce the prospect for an increase in exports of European car producers and therefore highlights the need for an alternative strategy for the European car industry;***

Or. en

**Amendment 9**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 1 g (new)**

*Draft opinion*

*Amendment*

***1g. Stresses, that European producers are left behind in the market of clean powered vehicles, but national targets support further growth of this market;***

Or. en

**Amendment 10**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 1 h (new)**

*Draft opinion*

*Amendment*

***1h. Stresses the necessity of a greater electrification of the transport sector in the following decades, in accordance with***

*other EU policies;*

Or. en

**Amendment 11**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 1 i (new)**

*Draft opinion*

*Amendment*

***1i. Recognises, that demand in the emerging markets will not only grow in the luxury category, but in the lower segments as well, therefore the competitiveness of the European industry in these segments will be more important;***

Or. en

**Amendment 12**  
**Franck Proust**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

*Amendment*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful levers for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; ***calls on the Commission and Member States to improve their cooperation at European and international level in areas that have been under-exploited to date, such as power-train technology and step up their efforts to consolidate Europe's leading position in international standard setting, thus***

*ensuring that we can maintain a technological lead on world markets;*  
stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

Or. fr

**Amendment 13**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

*Amendment*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard; ***stresses the vital importance of a clear-cut and stable legal and fiscal framework to encourage investment in the automobile sector;***

Or. fr

**Amendment 14**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

*Amendment*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; ***considers that clean car designs would reduce Europe's energy dependence on third countries***; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

Or. fr

**Amendment 15**  
**Paweł Zalewski**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are

*Amendment*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; ***simultaneously points out that the current high level of technology advancement of the EU should***

powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

***be utilised and built upon, and should not be unnecessarily compromised by the unbalanced "race for innovation";*** stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

Or. en

#### **Amendment 16**

**Yannick Jadot**

on behalf of the Verts/ALE Group

#### **Draft opinion**

##### **Paragraph 2**

#### *Draft opinion*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

#### *Amendment*

2. Recognises that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard ***when used as a strategic tool for industrial policy;***

Or. en

#### **Amendment 17**

**Henri Weber**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. **Recognises** that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

*Amendment*

2. **Believes firmly** that the industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital for the industry in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the **decisive** role that public procurement can play in this regard;

Or. fr

**Amendment 18**  
**Maria Badia i Cutchet**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Recognises that **the** industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital **for the industry** in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this regard;

*Amendment*

2. Recognises that **this** industry is an essential driver for technological innovation and an important multiplier of growth; considers that maintaining a high level of innovation is vital in order to keep its leading edge in sustainability, technology and international competitiveness; stresses that public transport networks, traffic mobility and the technical breakthroughs of smart cities - **such as hybrid and zero-emission vehicles** - are powerful leverages for boosting the competitiveness of the European automotive sector; and highlights the role that public procurement can play in this

regard;

Or. es

**Amendment 19**  
**Bernd Lange**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

***2a. Stresses that unilateral strategies to reduce labour costs have been misdirected. Labour costs in the automotive industry account for between just 13 and 20 percent of added value. Global competitiveness can only be guaranteed by means of innovation throughout the whole production chain and flexibility in the production processes, and this must accordingly be negotiated with the workers.***

Or. de

**Amendment 20**  
**Pawel Zalewski**

**Draft opinion**  
**Paragraph 2 b(new)**

*Draft opinion*

*Amendment*

***2b. Deplores the negative trends of losing the competitiveness in the Union's automotive industry in recent years, due to rising manufacturing costs; an issue largely resulting from imposing increasingly restrictive safety and environmental standards, whereby their application is not mirrored at non-EU car producers; points out that the higher prices of EU cars have an obvious adverse***

*effect on the sales volumes on the EU market;*

Or. en

**Amendment 21**  
**Robert Sturdy**

**Draft opinion**  
**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

*2c. Stresses the need to invest in the design and manufacture of new products, creating innovative technologies designed for global consumers with a view to supporting the growth of the wider EU value chain,*

Or. en

**Amendment 22**  
**Yannick Jadot**  
on behalf of the Verts/ALE Group

**Draft opinion**  
**Paragraph 2 d (new)**

*Draft opinion*

*Amendment*

*2d. Stresses that the environmental challenges ahead are important drivers for innovation; reminds that further technological progress needs to be made in order to improve the environmental efficiency of vehicles, while fostering the development and the market up-take of alternative-fuel vehicles, such as electric vehicles; reminds also that technical regulation aiming at further CO2 emissions reduction needs to make further progress;*

**Amendment 23**  
**Paul Murphy**

**Draft opinion**  
**Paragraph 2 e (new)**

*Draft opinion*

*Amendment*

***2e. Stresses that an EU strategy for the automotive sector needs to be consistent with other EU policy objectives such as the reduction in CO2 emissions and other objectives related to climate change; therefore calls for an increased funding for public research in sustainable public mobility and for a general and fundamental shift towards public transport; to that end calls for the reconversion of closed plants or those threatened with closure to the production of public transport vehicles;***

Or. en

**Amendment 24**  
**Paul Murphy**

**Draft opinion**  
**Paragraph 2 f (new)**

*Draft opinion*

*Amendment*

***2f. Recalls that necessary and large scale innovation in the interest of sustainable production in the car industry is often hampered by the lack of a long term perspective and planning due to increased competitive pressures on an international scale and the drive for short term profit; underlines that this development goes against the interests of workers, consumers and the environment;***

**Amendment 25**  
**Franck Proust**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade policy should take full account of the importance of maintaining a strong and competitive automotive manufacturing base ***and is strongly convinced this should not be at the expense of labour rights and social justice or standards;***

*Amendment*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade policy should take full account of the importance of maintaining a strong and competitive automotive manufacturing base; ***regrets the Commission's failure to get to grips with the central problem of overproduction throughout the sector, which is impacting negatively on the economy and employment, or devote anything like enough attention to restructuring measures; notes that these are factors causing the industry to fall still further behind its competitors; calls on the Commission to produce surveys of good practice in this sector, particularly on the part of some of our competitors (USA), in a bid to provide clear and ambitious solutions at both national and European level;***

**Amendment 26**  
**Robert Sturdy**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade

*Amendment*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade

policy should take full account of the importance of maintaining a strong and competitive automotive manufacturing base and is strongly convinced this should not be at the expense of labour rights and social justice or standards;

policy should *enhance the EU's competitiveness on global markets through the international harmonisation of vehicle regulations and* take full account of the importance of maintaining a strong and competitive automotive manufacturing base and is strongly convinced this should not be at the expense of labour rights and social justice or standards;

Or. en

**Amendment 27**  
**Henri Weber**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade policy should take full account of the importance of maintaining a strong and competitive automotive manufacturing base and *is strongly convinced* that this should not be at the expense of labour rights and social justice or standards;

*Amendment*

3. Endorses the consensus of the CARS 21 High Level Group that the Union's trade policy should take full account of the importance of maintaining a strong, *innovative* and competitive automotive manufacturing base and *points out firmly* that this should not *under any circumstances* be at the expense of labour rights and social justice or standards;

Or. fr

**Amendment 28**  
**Henri Weber**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

*3a. Concurs with the Commission that it is essential for the European automobile sector to adapt its skills if it is to remain*

*commercially competitive at international level; welcomes the creation of a European industrial skills council in the automobile sector and the envisaged recourse to the European Social Fund, EIB and EGF; urges the Commission accordingly to indicate without delay the specific measures to be taken, together with a timetable for the implementation thereof;*

Or. fr

**Amendment 29**  
**Paul Murphy**

**Draft opinion**  
**Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

***3b. In light of the current crisis in the car industry and increased competitive pressures on workers' wages and conditions, partly brought about by existing free trade agreements and potentially aggravated through the signing of new free trade agreements between the EU and third countries, underlines the need of trade unions to develop an international strategy to defend jobs and conditions of workers employed in the car industry; is of the opinion that this strategy needs to include a radical plan to reorganise the car industry in the interests of working people and the environment based on the nationalisation of the industry under the democratic control and management of the workers, trade unions and the state;***

Or. en

**Amendment 30**  
**Yannick Jadot**  
on behalf of the Verts/ALE Group

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing **and dismantling** tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on **removing** NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing tariff as well as non-tariff barriers (NTBs), **to the extent these are not justified by concerns related to health or environmental protection or are not linked to the specific societal choices of a country**; believes that the Union's trade agreements and negotiations should involve significant commitments on **reducing such** NTBs that affect the EU's automotive sector;

Or. en

**Amendment 31**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector, **and should secure access to imported raw materials, such as rare metals**;

Or. en

**Amendment 32**  
**Maria Badia i Cutchet**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs) **and promoting reciprocity as regards market access**; believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

Or. es

**Amendment 33**  
**Henri Weber**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant **and reciprocal** commitments on removing NTBs that affect the EU's automotive sector;

Or. fr

**Amendment 34**  
**Franck Proust**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector; ***calls on the Commission progressively to establish the principle of reciprocity regarding our trade relations in the automobile sector;***

Or. fr

**Amendment 35**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and negotiations should involve significant commitments on removing NTBs that affect the EU's automotive sector; ***stresses that the industrial property rights, plans, designs and patents of European companies must be protected effectively and respected by all the Union's partner countries;***

Or. fr

**Amendment 36**  
**Robert Sturdy**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and **negotiations** should involve significant commitments on removing NTBs that affect the EU's automotive sector;

*Amendment*

4. Stresses the importance of multilateral and bilateral negotiations aimed at reducing and dismantling tariff as well as non-tariff barriers (NTBs); believes that the Union's trade agreements and **bilateral regulatory cooperation** should involve significant commitments on removing NTBs that affect the EU's automotive sector **in particular with key trade partners such as the United States and Japan**;

Or. en

**Amendment 37**  
**Bernd Lange**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

**4a. Calls upon the Commission to continue its efforts towards global standardisation. The EU's trade partners ought to accept the UNECE's WP.29 standards and new, universal solutions must be found for innovative technologies such as a universal plug for electric cars.**

Or. de

**Amendment 38**  
**Pawel Zalewski**

**Draft opinion**  
**Paragraph 4 b (new)**

*Draft opinion*

*Amendment*

***4b. Calls for the application of seasoned impact assessment studies for the industry prior to conclusion of free trade negotiations with economically strong EU partners in order to avoid any deterioration of the EU automobile sector;***

Or. en

**Amendment 39**  
**Robert Sturdy**

**Draft opinion**  
**Paragraph 4 c (new)**

*Draft opinion*

*Amendment*

***4c. Recognises the importance of speeding up the development of a proposal for a new Regulation on the mutual recognition of international whole vehicle type approvals and spare parts for repair and maintenance, in order to reduce administrative burdens related to the introduction of the same vehicle model in third country markets;***

Or. en

**Amendment 40**  
**Yannick Jadot**  
on behalf of the Verts/ALE Group

**Draft opinion**  
**Paragraph 4 d (new)**

*Draft opinion*

*Amendment*

***4d. Stresses that international frameworks***

*for cooperation on standards and technical regulations should remain the preferred option for seeking harmonisation thereof and that all bilateral initiatives have to be developed with a view to their multilateralisation, also including emerging economies; in such context, the EU has to continue improving its environmental requirements and to try and set the most advanced international norms on that basis;*

Or. en

**Amendment 41**  
**Robert Sturdy**

**Draft opinion**  
**Paragraph 4 e (new)**

*Draft opinion*

*Amendment*

*4e. Welcomes the initiative taken in the framework of the Transatlantic Economic Council to launch the work on a Global Technical Regulation on the safety and promotion of electric vehicles and stresses the importance of attracting a broad membership including the EU's main trading partners such as Japan, China and Canada;*

Or. en

**Amendment 42**  
**Béla Glattfelder**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

*Amendment*

5. Urges the Commission to make sure that all commitments in trade negotiations and

5. Urges the Commission to make sure that all commitments in trade negotiations and

agreements are efficiently fulfilled; calls on the Commission to promptly adopt necessary measures if these commitments are not honoured;

agreements are efficiently fulfilled; calls on the Commission to promptly adopt necessary measures if these commitments are not honoured, *and invites the Commission to prepare a report on illegal trade practices against EU interests, such as special taxes on imported cars;*

Or. en

**Amendment 43**  
**Maria Badia i Cutchet**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Urges the Commission to make sure that all commitments in trade negotiations and agreements are efficiently fulfilled; calls on the Commission to promptly adopt necessary measures if these commitments are not honoured;

*Amendment*

5. Urges the Commission to make sure that all commitments in *existing and future* trade negotiations and agreements are efficiently fulfilled; calls on the Commission to promptly adopt necessary measures if these commitments are not honoured;

Or. es

**Amendment 44**  
**Bernd Lange**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

*5a. Investment activity in growth markets must be strengthened and safeguarded by means of trade agreements.*

Or. de

**Amendment 45**  
**Marielle de Sarnez**

**Draft opinion**  
**Paragraph 5 b (new)**

*Draft opinion*

*Amendment*

***5b. Calls on the Union wherever necessary to make use of Community Trade Defence Instruments in accordance with WTO rules and resort more often to the dispute-settlement mechanism to preserve its automobile industry; welcomes the complaint registered by the Commission with the WTO regarding the ‘recycling fee’ imposed by Russia on imported foreign vehicles;***

Or. fr

**Amendment 46**  
**Dominique Vlasto, Christine De Veyrac**

**Draft opinion**  
**Paragraph 5 c (new)**

*Draft opinion*

*Amendment*

***5c. Welcomes the complaint registered by the Commission with the WTO in respect of the unprecedented increase in vehicle import duties in Russia and urges it to combat through arbitration, international law or trade agreements any tariff or non-tariff barriers depriving European manufacturers of an adequate foothold on emerging markets or the markets of other third countries;***

Or. fr

**Amendment 47**  
**Bernd Lange**

**Draft opinion**  
**Paragraph 5 d (new)**

*Draft opinion*

*Amendment*

**5d. EU standards regarding CSR and employee participation should also be implemented by European companies in third countries to which investment is being channelled, and regional development should be promoted.**

Or. de

**Amendment 48**  
**Franck Proust**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

*Amendment*

6. Asks the Commission to **prepare an assessment regarding the impact of the Union's trade** agreements currently in force and to evaluate their **cumulative** effect on the competitiveness of our automotive industry.

6. Asks the Commission to **extend its ex ante trade agreement impact analyses to the notion of competitiveness in the automobile sector, carry out fresh studies following their entry into force and regularly assess the cumulative impact of** agreements currently in force **or being negotiated so as to** evaluate their effect on the competitiveness of our automotive industry.

Or. fr

**Amendment 49**  
**Maria Badia i Cutchet**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Asks the Commission to prepare an assessment regarding the impact of the Union's trade agreements currently in force and to evaluate their cumulative effect on the competitiveness of our automotive industry.

*Amendment*

6. Asks the Commission to prepare an assessment regarding the impact of the Union's trade agreements currently in force ***and those under negotiation, based on specific and defined criteria***, and to evaluate their cumulative effect on the competitiveness of our automotive industry.

Or. es

**Amendment 50**

**Henri Weber**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

***6a. Asks the Commission to provide it with a list of the agreements it intends to evaluate, together with an evaluation timetable; requests also details regarding the procedures to be followed and the way in which stakeholders will be involved;***

Or. fr

**Amendment 51**

**Yannick Jadot**

on behalf of the Verts/ALE Group

**Draft opinion**

**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

***6b. Urges the Commission to develop a strategic vision on its industrial policy as soon as possible, which would help those industrial sectors that are affected by***

*structural overcapacities, such as the automotive sector, to anticipate trends by converting themselves into the sectors of the future, such as 0-CO2-emission public transports;*

Or. en

**Amendment 52**  
**Franck Proust**

**Draft opinion**  
**Paragraph 6 c (new)**

*Draft opinion*

*Amendment*

*6c. Calls on the Commission and Member States to step up their cooperation regarding the position of automobile companies on outside markets; urges them in particular to focus on the promotion of SMEs, centralise data of relevance to them through the creation of one-stop-shops throughout Europe and formulate a strategy for their inclusion in EU missions.*

Or. fr

**Amendment 53**  
**Henri Weber**

**Draft opinion**  
**Paragraph 6 d (new)**

*Draft opinion*

*Amendment*

*6d. Welcomes the Commission initiative, while at the same time believing firmly that more proactive measures must be taken without delay, particularly to promote innovation, employment and*

*support for companies in this sector and EU trade policy, in order to preserve the European automobile industry in the face of international competition.*

Or. fr