

**Question for written answer E-011082/2012  
to the Commission  
Rule 117  
Katarína Neved'alová (S&D)**

**Subject:** Russia: unfair local content and investment rules damaging the EU automotive and car parts industry

According to the Commission's own evidence, since 2005 Russia has put in place a very aggressive localisation policy in the automotive sector. It mainly consists of an investment regime known as 'the assembly regime' where Russia imposes local content levels (up to 60 %) linking it to other advantages (such as free import duties for components, a favourable tax regime, no obligation to pay the recycling fee).

Moreover, investors also have to build a minimum capacity of 350 000 cars a year which, in view of the existing overcapacity in the EU, contributes only to adding new overcapacities to the European market.

Based on the above, can the Commission respond to the following questions:

1. What is the economic and social impact of the measures mentioned above on the EU automotive and car parts industry, notably on factories in Slovakia?
2. Bearing in mind that Russia recently became a member of the WTO, are these measures in line with the WTO rules? Were these measures included in the talks that paved the way for Russia's accession to the WTO?
3. What initiatives does the Commission intend to undertake to solve this unfortunate situation and avoid further deterioration of the state of the automotive and car parts industry in Europe?
4. Is the Commission considering promoting a set of coordinated initiatives aimed at tackling unfair trade barriers limiting the export of EU-made cars and vehicles to third countries?